

The
China Provincial Atlas
and Geography . 00

*The Provinces and Outer Territories of China (including the
newly-formed Provinces) with Key Map*

Contents and Index

[1934]

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SHANGHAI

INTRODUCTION

EVEN in these days of progress an accurate geography of China, including its outer territories, is difficult to compile. While the coastal Provinces and those along the Yangtze-kiang valley are now well known, the far away interior northern and southern provinces, which lie off all beaten tracks and through which no railways have penetrated, remain shrouded in mystery except where the veil has been slightly lifted by exploration expeditions.

The modern and official division of China is twenty-eight provinces and two outer territories. These twenty-eight include the four provinces which make up Manchoukuo, Suiyuan and Chahar provinces, formerly of Inner Mongolia. The two outer territories are Mongolia, excluding the provinces already named, and Tibet.

The division of provinces in this atlas has not been confined to the modern method. To keep the atlas as simple as possible the eighteen provinces, generally referred to as China Proper, have been taken together, the four provinces of Manchoukuo have formed one single map and the lesser known boundary territories of China complete the atlas, making a total of twenty-three maps. In two cases provinces have been strung together forming one map. In the first Kansu and Ningsia, and in the second, Tsinghai (Kokonor) and Sikang (Western Szechwan) have been joined. The reason for the former is that both territories are very similar and formerly were known under the one name of Kansu; in the latter case, however, the territories of Tsinghai and Sikang have been joined as both consist of vast tracks of unexplored country and neither have any large cities of note.

The maps have no pretensions to being strictly accurate and few names have purposely been mentioned so as not to render them confusing. In every case the object has been to point out the principal towns, physical features, roads, and railways. Each map is accompanied with an explanation and some with a photograph of local interest. The reader is thus quickly able to grasp the important facts of each province without wading through a great deal of literature.

The maps were first published separately in the Sunday Supplement of the "North-China Daily News." Since then they have undergone an extensive revision. Some corrections have been sent in by readers after publication of provinces of which they have had first hand knowledge; duplicates of all the maps published have, however, been forwarded to the provincial correspondents of the "North-China Daily News," duly corrected and returned. Information of any important event that has taken place in any of the provinces since the date of first publication has been included in the text of the maps thus bringing the whole series up-to-date.

The maps themselves are based on those appearing in "Géographie de la Chine" by René Jouon, Professor of Saint-Ignace College, Siccawei, by kind permission of the author. The information appearing in the explanations has been originally taken from various books of reference.

Within recent years some of the provinces and many of the principal towns and cities of China have had their names changed. In the atlas the old names are given first as they are still the better known and the ones by which most of the towns are still known. The new names are given alongside the old in brackets.

CHINA'S AREA AND POPULATION

China Proper			AREA	POPULATION	Outer Territories			AREA	POPULATION
1. CHIHLI ..	..	..	52,900	31,000,000	19. MANCHURIA ..	..	..	460,381	34,244,980
2. SHANSI ..	..	..	65,950	12,000,000	20. TSINGHAI/SIKANG ..	..	..	270,219	15,101
3. SHENSI ..	..	..	75,290	17,222,571	21. MONGOLIA ..	..	..	1,307,050	1,490,000
4. KANSU AND NINGZIA ..	..	..	198,220	7,450,000	22. SINKIANG ..	..	..	694,153	2,522,000
5. SHANTUNG ..	..	..	55,984	34,375,849	23. TIBET ..	..	..	463,200	3,722,000
6. HONAN ..	..	..	67,954	35,289,752				3,195,003	57,079,980
7. KIANGSU ..	..	..	38,610	34,624,433	CHINA PROPER ..	..	..	1,435,462	446,663,877
8. ANHWEI ..	..	..	54,826	20,198,840				4,630,465	503,743,857
9. HUPEH ..	..	..	71,428	28,616,576					
10. SZECHWAN ..	..	..	166,000	48,000,000					
11. CHEKIANG ..	..	..	36,680	24,139,766					
12. FUKIEN ..	..	..	46,322	14,329,594					
13. KIANGSI ..	..	..	69,498	27,563,410					
14. HUNAN ..	..	..	83,398	40,529,988					
15. KWEICHOW ..	..	..	67,182	11,291,261					
16. KWANGTUNG ..	..	..	100,000	36,773,502					
17. KWANGSI ..	..	..	77,220	12,258,335					
18. YUNNAN ..	..	..	108,000	11,000,000					
			1,435,462	446,663,877					

A comparison of China's vast population with that of other countries is given below. Its population density varies from 896 per square mile in Kiangsu to probably not more than one per square mile in Mongolia.

	AREA SQUARE MILES	MILLIONS POPU- LATION	DENSITY SQ. MILE
China Proper ..	1,435,000	446	310
Outer Territories ..	3,195,000	57	18
India ..	1,805,000	352	190
Russia in Europe ..	1,492,000	108	72
Europe ..	3,750,000	475	126
U.S. of America ..	3,000,000	122	40

CHINA'S POSITION ON THE MAP

Approximate latitudes of some of the principal places in China with those of other countries:—

China	Asia	Europe and Africa	America
NORTH MANCHURIA (55°)	OMSK	YORKSHIRE	LABRADOR
PEKING (40°)	SAMARCAND	MADRID	NEW YORK
SHANGHAI (31°)	JERUSALEM	MOROCCO	NEW ORLEANS
CANTON (23°)	CALCUTTA	CENTRAL SAHARA	CUBA

CHINA (SHANGHAI) TIME

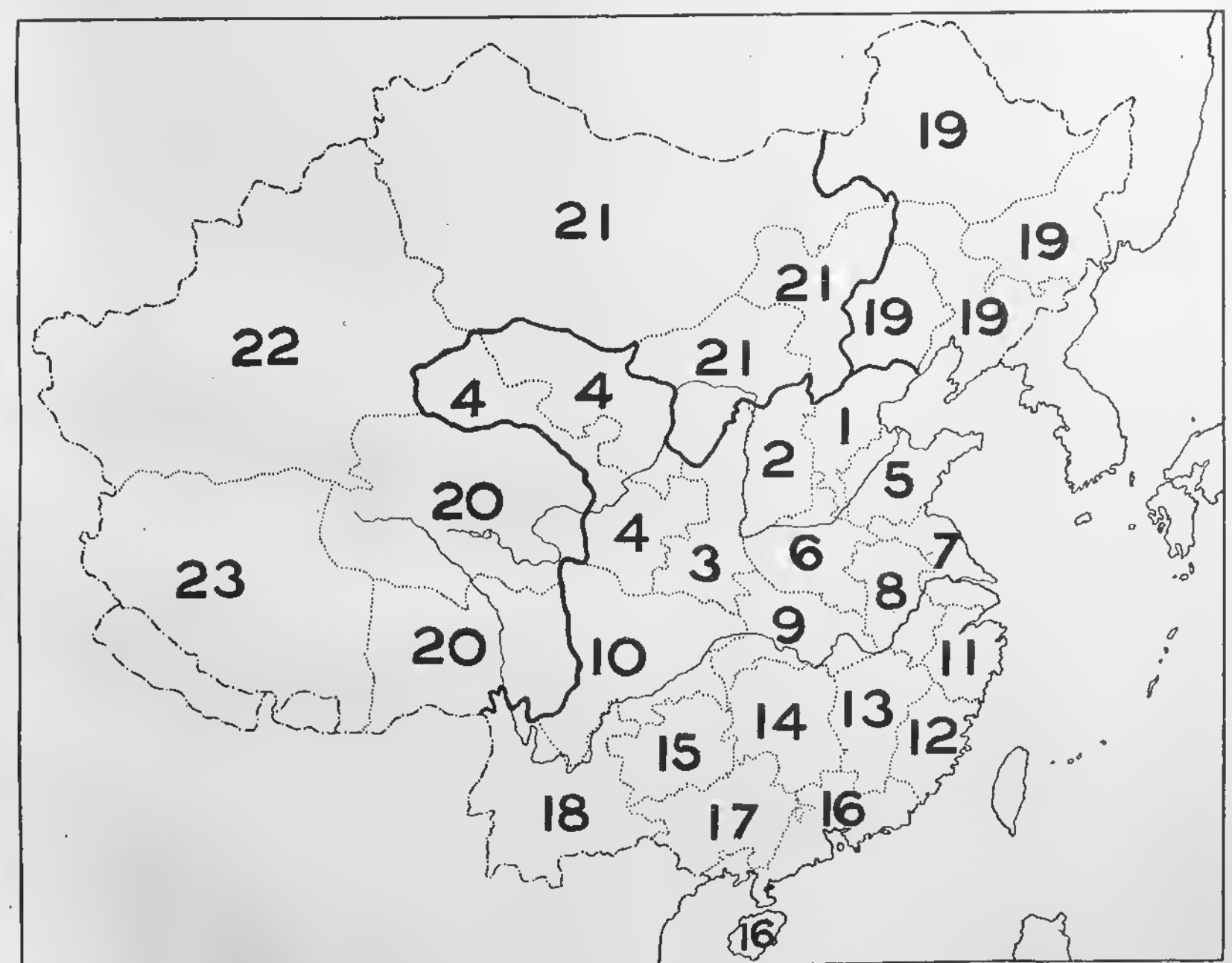
Noon at Shanghai corresponds to—

Australia (South)	1.30 p.m.	India	9.30 a.m.	Straits	11.20 a.m.
Canada (East)	11.00 p.m.	Italy	5.00 a.m.	United States (East)	11.00 p.m.
Canada (Pacific)	8.00 p.m.	Japan	1.00 p.m.	United States (Central)	10.00 a.m.
France	4.00 a.m.	New Zealand	3.30 p.m.	United States (Mountain)	9.00 a.m.
Germany	5.00 a.m.	Philippines	noon	United States (Pacific)	8.00 a.m.
Great Britain	4.00 a.m.	South Africa	6.00 a.m.	U.S.S.R. (Moscow)	6.00 a.m.

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KEY MAP SHOWING POSITION OF PROVINCES

The Climate of China

By H.C.

Barometer Pressure

IN an area as large as that of the Republic of China, extending from lat. 20° to lat. 50° and laterally over 60° of longitude, there will necessarily be a great variety of climate. The dominant factor in all climate is solar radiation, of which the most immediate measure is temperature. It is true that, while the average temperature of places rises towards the equator, the annual range of temperature increases from the equator. There is then the paradoxical condition that maximum temperatures may be higher in higher latitudes. This is well illustrated in China where Tientsin is for example hotter in summer than Hongkong. This tendency of the annual fluctuation of temperature to diminish towards the equator is partly due to the great evaporation humidity and cloud formation caused by the stronger solar radiation in the lower latitudes so that in south China, while maximum temperatures are somewhat less than in the north, the discomfort in hot weather is generally greater. Remote from the seashore rainfall is low and so we find in the northwest regions of China very arid areas. The secondary effect of solar radiation is difference of air pressure (recorded by the barometer) which leads to wind. Low pressure goes with high temperature and vice versa, so that broadly speaking there is a general tendency for the wind to flow from the equator to the poles but as the air must be replaced the circulation is not so simple as this, and in fact the main effect in China is an inward flow to the land in summer and an outward flow in winter. Furthermore the rotation of the earth causes a right handed twist of air flowing northward and a left hand twist of air flowing southward. During the summer in China a northwestward motion (i.e., S.E. wind) and right handed twist is fairly general and in the winter the general trend is to the south (N. wind) veering towards the southwest (N.E. wind). Both are complicated by whirls (typhoons originating east of the Philippines or "continental depressions" starting in Central Asia).

Temperature

The range of monthly mean temperatures (January to July) varies from 80° F (Uliastai) down to 20° F (Hongkong). The mean annual value varies from 29° F (Urga) to 72° (Hongkong). The highest mean monthly temperature occurs in July or August, the average date of maximum temperatures being about 31st July in most places. August averages very closely approach those of July and even exceed them in Dairen, Tsingtao, Foochow and Chungking. The July average is about 85° for the whole of China, except in the high areas. The January average varies from -10° in north Manchuria to +60° F. in Hongkong. The highest average monthly temperature (90.3° F), July, occurs in Lukchun (Mongolia) and the lowest summer maximum in Tibet where it is (at 14,000 ft. elevation) about 45°. The lowest average monthly temperature occurs in Uliastai (-13° F) and the highest winter temperature (January) in Hongkong (60° F). The actual fluctuations day by day and hour by hour are difficult to indicate without masses of figures. Here again however the fluctuations are generally less in the low latitudes than in the higher ones, but they are much affected by wind and humidity. In Mongolia as much as 90° range can occur in a single day, whereas in Hongkong ranges exceeding 15° are rare.

Exceptional departures from the average values can occur and are again more marked in the high latitudes. In Mongolia temperatures of -46° and +118° have been recorded.

Rain

Most of the rain which falls in China is brought in by the summer monsoon. The intensity diminishes away from the coast.

From Hongkong to Hangchow the annual rainfall is generally over 60 inches. In the Yangtze Valley it is from 40 to 60 inches. In the lower Yellow River, Szechwan, S. Tibet and E. Manchuria from 20 to 40 inches. In the Upper Yellow River, N. Tibet and Inner Mongolia from 10 to 20 inches. In Outer Mongolia it is less than 10 inches. Fluctuations of 50 per cent up or down from the average annual values occur. In the areas of low precipitation the rainfall is very uncertain, mostly happening in a few heavy falls, so that these areas are liable to disastrous floods and droughts. In the south the rain is much less variable. Individual storms may drop 10 inches of rain in two or three days. In most parts of China the rainfall is heaviest just before the hottest weather, June and July together producing about one-third the annual total.

The "run-off" from the rivers in the north is a large fraction of the rainfall owing to the concentration of the rainfall and the bareness of the country. In the centre and south some 30 to 40 per cent runs off, the remainder being evaporated or transpired by the vegetation.

Relation of Climate to Life

From the earliest historic records it is clear that the Chinese have long been conscious of their dependence on weather. A climatic solar calendar suitable for the valley of the Lower Yellow River was compiled about 1000 B.C. and continues to serve the farmer though somewhat confused by baseless beliefs as to the effect of the moon on climate.

The biologist divides China into tropical and temperate areas, the dividing line being roughly the Yangtze River as far west as Yunnan. Proceeding northward of the Yangtze the growth of wet rice is found to be rapidly displaced by millet, wheat and other dry cereals, canals decrease in number and begin to be replaced by mud roads, the water buffalo is soon replaced by the ox, donkeys appear and man becomes taller, stronger and slower in reaction. Passing the Yellow River the change becomes complete. Carts, horses and camels are seen and furs are worn in winter as well as heavily padded cotton clothes.

South of the Yangtze rice cultivation is general, communication except in the hills is almost wholly by water and tropical or semi-tropical animals and plants appear. Clothing is wholly of cotton or silk, straw rain coats are seen and the people become smaller, paler and more quick witted.

In the far west of China the rise of the land level introduces climatic features which make it resemble the north.

Much valuable data as to the climate of China can be found in the various publications

of Siccawei Observatory. There is also a growing Government meteorological service with headquarters in Nanking. An excellent and fairly detailed summary of China's climate is given by Mr. Kendrew in Buxton's "China" (Clarendon Press, Oxford, 1929).

Area and Population

Chinese territory extends from latitude 53° N. to 18° N. and from longitude 74° E. to 134° E. It comprises China Proper (21 Provinces). Until 1907 China Proper comprised 18 Provinces, while Manchuria was governed as a separate dependency. By the Imperial Decree of April 20, 1907, the Manchurian provinces of Liaoning, Kirin, and Heilungkiang were combined into the Viceroyalty of the Three Eastern Provinces. Mongolia, Eastern Turkestan of the New Territory (Sinkiang), and Tibet. [The latest division of China is, China Proper (28 Provinces) and the two outer territories of Mongolia and Tibet. At the present time the uncertainty of Manchoukuo makes it impossible to lay down any fast rule as to the correct division of the country and its outer territories].

The frontier of this vast country marches from the N.E. westwards to the S.W. with Siberia, Russian Turkestan, India, Burma, Tongking, and the country is bounded on the E. by the Pacific Ocean and Korea.

The total area of Chinese territory is estimated at 4,278,352 square miles, apportioned as follows:—

	sq. miles.
China Proper	1,896,500 (Manchuria)
Mongolia	1,367,953
Chinese Turkestan	550,579
Tibet	463,320

The taking of a census by the methods adopted in Western nations has never yet been attempted in China, and consequently estimates of the total population have varied to an extraordinary degree. Until recently the nearest approach to a reliable estimate was, probably, the census taken by the Minchengpu (Ministry of Interior) in 1910, the results of which are embodied in a report submitted to the Department of State at Washington and published in the Daily Consular and Trade Reports of July 13, 1911. It was pointed out that even this census could only be regarded as approximate, as, with a few exceptions, households and not individuals were counted. The families of the whole country (exclusive of Tibet) were returned as:—

China Proper	56,312,256
Metropolitan District (Peking, etc.)	531,266
Manchuria	1,730,398
Sinkiang	453,477
Manchu Military Organization	309,151
Dependencies	138,460

A census of individuals taken in various parts of China provided a clue to the number of persons per family. The average number was found to be 5.5, which multiple was used except in the case of Liaoning, in Manchuria, where the much higher multiple of 8.38 was adopted. Worked out on this basis, the following figures were obtained:—

China Proper	304,003,000
Metropolitan District (Peking, etc.)	5,671,000
Manchuria	14,917,000
Sinkiang	2,491,000
Manchu Military Organization	1,700,000
Dependencies (exclusive of Tibet)	760,000
Total	329,542,000

If to this total we add 1,500,000 as the probable number of inhabitants in Tibet (as compared with the Chinese estimate of 6,500,000), the total for China becomes 331,000,000.

The Regional Distribution of China's Fauna and Flora

By ARTHUR DE C. SOWERBY, F.R.C.S., F.Z.S.

CHINA being a country almost the size of a continent and extending from north to south over twenty degrees of latitude, it is only natural that its climate varies considerably in different sections.

In the north, bordering arid Mongolia with the sandy wastes of the Gobi and Ordos Deserts, the climate is dry and cold in winter, hot in summer, with torrential rains during a short period in the latter.

In the extreme south, where the country falls within the great Indo-Malayan rain-forest belt, China is humid and hot, with a dry period only during the late autumn and early winter.

In Mid-China, mainly occupied by the basin of the Yangtze-kiang, climatic conditions vary between the cold aridity of the north and the warm humidity of the south.

Thus, according to latitude, China may be divided into three main climatic regions: that lying north of the Yangtze Basin, that occupied by the Yangtze Basin itself, and that lying to the south of the Yangtze Basin. We find in these three climatic regions three more or less distinct and characteristic faunas and floras.

Just as there is a horizontal variation in climatic conditions according to whether we travel north or south, so there is a variation according to whether we climb the mountains or descend to the plains; and, consequent upon these vertical changes in climatic conditions, definite faunal and floral changes may be noted. These are all the more noticeable in China because it presents such marked topographical variations. In the east are immense low-lying plains; in the west mountains running up to 24,000 feet in altitude along the Tibetan border; and between these two extremes every type of country—rugged mountains, alpine meadows, plateaux, high valleys, hills and low-lying valleys opening out on to the plains. And, just as there is a horizontal distribution of the fauna and flora according to latitude, so there is a vertical distribution according to altitude.

Thus, in a given area where high mountains lie adjacent to low plains, as is the case in Fukien, we may find two distinct faunas and floras in close juxtaposition, giving the illusion of a mixing of the two unless we know the altitudes at which species of plants and animals occur.

An interesting factor here is the problem of regional distribution. This is that throughout the south and even to a certain extent in the north we find typically Himalayan forms, always, or nearly always, in the higher mountains. The reason for this lies in the fact that the mountain systems of China are mainly offshoots, of the great Himalayan system, and must at one time have been more or less continuous. This is certainly the case with the great Tsing Ling Range, which runs from the Tibetan border through southern Kansu and Shensi into Honan, and continues under different names northward through Shansi, thence eastward along the Chihli (Hopeh)-Mongolian border and finally north-eastward through eastern Mongolia into north-western Manchuria as the Greater Hingan Mountains in Heilungkiang Province.

In south China the southern rim of the Yangtze Basin is formed by another offshoot of the Himalayas the Nan Shan Range, a system of mountains which extends into Fukien Province in southeastern China and comes to an end in Formosa, high up in the mountains of both of which places, typically

Himalayan mammals, birds, reptiles, insects, trees and flowers are found.

In the north, again, we find distinctly European elements in both the fauna and flora of the country. These have been derived, apparently, from Siberia by way of Manchuria. They could hardly have come in by any other way owing to the barrier formed by the chain of deserts that stretches right across Asia from Arabia to eastern Mongolia, leaving a narrow strip of favourable country to the east and south-east of the latter.

Thus it is not possible to divide China up into faunal and floral regions except in a very general way. This we may do as follows:

(1) **The Tartarian Zone.**—This includes Sinkiang, or Chinese Turkestan, the greater part of Kansu, Shensi north of the Tsing Ling Range, Shansi excepting the high forested mountains of the west, northern Honan, Chihli (Hopeh), and Shantung. The majority of its animals and plants are Mongolian or Central Asian (hence Tartarian) in their affinities. In its higher mountainous areas it contains Himalayan elements, and, in places, such as the Tung Ling, or Eastern Tomba area, where heavy forests have existed up till recent times, it contains Siberian or European elements.

Some of the characteristic species found in the Tartarian Zone are, amongst mammals, the suslik or ground squirrel, the gerbils or sand rats, the allactaga and the jerboa (species of kangaroo rats), molarats, pikas or rat-hares, gazelles (two or three species) and wild sheep.

Of the other mammals found in this region, including chipmunks, hares, rats and mice of various kinds, hedgehogs, shrews, wolves, foxes, wild cats, martens, minks and weasels, badgers and the like, those occurring near the desert areas of the Ordos, for instance, show a distinctly lighter more sandy colouring than those found in more remote or wooded areas. Examples of mammals representing the European or Siberian element are the roe deer and the Asiatic wapiti, the latter being closely akin to the red deer of the British Isles and other European countries, but considerably larger.

Of the characteristic Tartarian birds occurring in North China the Eastern great bustard, Pallas' painted sand-grouse, the bearded or Daurian partridge and the Mongolian lark may be mentioned; while the European element is indicated by the hazel grouse, found in the extreme west, the great black woodpecker, the nutcracker, the common jay and others, too numerous to mention here, all being found in more or less wooded country.

Amongst the reptiles and amphibians the common brown coluber and the hals's pit-viper are characteristically Tartarian, as also are the Argus lizard, the toad-headed lizard and the Radd's toad. All of these are well distributed throughout North China.

The European or Siberian element in this region is very strongly marked amongst the insects, especially the butterflies, and also amongst the land snails, many purely European forms of which occur there.

(2) **The Yangtze Basin Zone.**—The vast area drained by the Yangtze and its tributaries, which roughly occupies Mid-China from the Tibetan border to the sea coast and includes the fertile Kiangsu-Chekiang Plain lying to the north and south of the estuary of that great river, supports a fauna and flora that more than any other may be considered as typically Chinese, although it has elements that have come in from the territories both to the north and to the south, while in the higher mountainous areas it shows Himalayan elements. It is made up of the twelve provinces of Szechwan, northern Yunnan, southern Kansu, Shensi and Honan, Hupei, Kweichow, Anhwei, Hunan, Kiangsi, Kiangsu and northern Chekiang.

Amongst the species found in this zone are forms peculiar to China, such as the golden-haired monkey, the giant panda or catbear, the hornless river deer, the white flag dolphin of Tung-ting Lake, the Yangtze alligator, the Chinese sword-beaked sturgeon and the Yangtze fresh water jellyfish. The little panda and the takins occur in the high mountains of the Upper Yangtze Basin from south Shensi to Bhutan and Nepal, and it is a question whether they are to be considered as typically Chinese or Himalayan. They occur nowhere else in the world, and one is inclined to

look upon them more as Chinese. The giant salamander also occurs throughout this zone, but its range extends also into north and south China and Japan. This zone is also the home of many different species of pheasants, too numerous to mention in detail.

The typically Himalayan element in its fauna is exemplified by the presence of the snow leopard, the goral, the buriel or blue sheep, the black bear, certain game birds, such as the monal, the snow partridge and the blood pheasant, and other forms of animal life—all found in the high mountainous areas.

(3) **The Oriental Zone.**—This embraces the five provinces of southern Chekiang, Fukien, Kwangtung, Kwangsi and southern Yunnan, all of which come within the great faunal region known to naturalists as the Oriental Region.

The latter includes India, the Malayan Peninsula and Archipelago, Siam and Indo-China, and is characterized by a great variety of animals, of which such typically Indian forms as the gibbons, the rhesus monkey, the lemur, the wild dog, the civet, the mongoose, the sambar, the muntjac or barking deer, the crested porcupine, the brush-tailed porcupine, the pangolin or scaled anteater, the tree-shrew, the Indian porpoise, various squirrels and rats, different types of birds, the cobra, the krait, the python, the estuarine crocodile and many other reptiles and amphibians as well as numerous insects and other lower forms of life—all range into China as far north as the Hangchow area, some of them extending up the Yangtze and even into north China. Many more forms could be mentioned, but these are sufficient to show that the five provinces of south China are overwhelmingly Indian in their faunal relationships, and so form part of the Oriental Region.

The same applies to the plant life of this area, though it must be noted with regard to both the animal and plant life found in China that there are very many forms which have a more or less universal distribution, so that they cannot be listed as belonging to any one of the three zones here described. As an example the sika or spotted deer may be taken. These are found all the way from Manchuria to south China, westward as far as Shansi and eastward into Formosa and Japan. The tiger, the leopard and the wolf enjoy a wide distribution, as also do many types of squirrels, rats, bats, reptiles, amphibians, fish and invertebrates. The birds, too, are very scattered in their distribution, so that it is difficult to make out zones in their case.

The three provinces of Manchuria are overwhelmingly Siberian or European in their faunal and floral affinities, though the western section of that country belongs definitely to the Mongolian or Tartarian Zone.

TREATY PORTS AND DATES OF CUSTOMS OPENING

Port	Province	By Treaty With	Customs Opening
AMOI	Fukien	Great Britain	1842
CANTON	Kwangtung	" "	1842
CHANGSHA	Hunan	" "	1893
CHIFU	Shantung	Great Britain	1855
CHINKIANG	Kiangsu	" "	1858
CHINWANGTAO	Chihli	Imperial Decree	1898
CHUNGKING	Szechwan	Great Britain	1890
FOOCHOW	Fukien	" "	1842
HANGCHOW	Chekiang	Japan	1895
HANKOW	Hupei	Great Britain	1858
ICHANG	Szechwan	" "	1876
KIANGSOW	Kiangsi	Germany	1893
KIANGSU	Kiangsu	Great Britain	1858
KIANGSU	Hainan	" "	1858
KOMOMOON	Kwangtung	" "	1902
KOWLOON	" "	" "	1858
LATA	" "	" "	1871
LUNGCHOW	Kwangsi	France	1880
LUNGKOW	Shantung	Japan	1915
MENGTSZ	Yunnan	France	1886
NANKING	Kiangsu	" "	1858
NANNING	Kwangsi	Great Britain	1897
NINGPO	Chekiang	" "	1842
PAKHOI	Kwangtung	" "	1876
SAMSHUI	" "	" "	1897
SANTAO	Fukien	Imperial Decree	1898
SHANGHAI	Kiangsu	Great Britain	1842
SHASHI	Hupei	Japan	1895
SOOCHOW	Kiangsu	" "	1865
SWATOW	Kwangtung	Great Britain	1858
SZEMAO	Yunnan	France	1895
TENGCHUEI	" "	Great Britain	1897
TIENTSIN	Chihli	" "	1860
WANTAI	Shantung	" "	1930
WENCHOW	Chekiang	" "	1868
WUCHOW	Kwangsi	" "	1897
WUHU	Anhui	" "	1870
TATUNG	Tibet	" "	1883
YCHOW	Hunan	Imperial Decree	1898

1.—PROVINCE OF CHIHLI (Hopeh)

PHYSICAL

Area.—52,900 square miles. A little larger than England.

Population.—31 million (586 per square mile). The Protestant Mission centres number 49, and Roman Catholic centres 11.

Climate.—Extremely high and low temperatures are recorded in summer and winter respectively. It seldom rains except in July and August. From March to June dust storms of great severity sweep the province.

Language.—Northern Mandarin is spoken throughout the province.

Racial Types.—The North Chinese type is taller and of much coarser build than the Chinese of the South, due to a strong admixture of Tartar and Mongol blood, from the various invasions of those races. The Manchus who used to form a considerable portion of the population in and around the city of Peking, have almost completely disappeared as a separately distinct type and have become merged in the surrounding population.

Cities

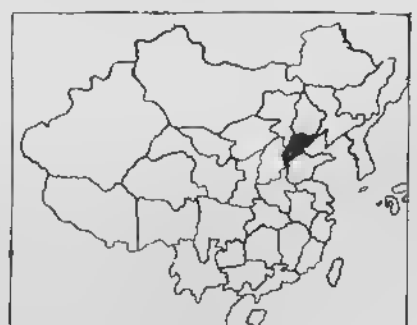
TIENTSIN is the capital of the province with 1½ million inhabitants. It stands at the junction of the former Grand Canal and the Hai-ho, and is an important railway centre. It is the junction of the railway lines of Pei-Ning (tapping Manchoukio and Mongolia) and Tsin-Pu (to the Yangtze). It is the third largest Treaty Port in China and adjoining the Native City are the foreign Concessions of Japan, Italy, France and Great Britain. The former Concessions of Russia, Germany, Austria, and Belgium have reverted to China and are now administered by the Chinese under the name of "Special Administrative Areas." The wall round the native city was pulled down after 1900, and tramways run along the streets thereby created. It has a certain number of local industries, but owes its chief importance to the import and export trade, due to its communications by water and railway with the interior, and also (in former days) to its being the port of the Imperial capital. Chief exports are wool, furs, hides, cotton, pea-nuts and other oil-seeds and cereals. It has a wireless station, an aerodrome, an arsenal, and the Peiyang University.

PEKING (PEIHING) was once the capital of the Chinese Empire, and the residence of its Emperors. The city consists of four parts, each rectangular in shape. The Forbidden City is in the centre and was formerly the residence of Emperors. This city is surrounded by the Imperial City, which in its turn is enclosed by the Tartar City, outside and to the south of which is the Chinese City, in which are some of the oldest shops, restaurants and theatres in China. Famous sights

of Peking are the Coal Hill, North Lake Park, Temple of Heaven (in the Chinese City), Temple of Confucius and Lama Temple. Since it ceased to be the capital in 1929, it has lost much of its importance, and the population which was once reckoned at over 1½ million, is now well under the million mark. In the south part of the Tartar City lies the Legation Quarter within its own walls and with its own guards. There are a few local industries, chiefly intended for the tourist and art furnishing trade, such as cloisonne, enamelware, carpets, brass and silverware. It is still the leading educational centre of China, with numberless high schools and universities, of which the chief are: The Peiping University, Ching Hua College, and Yeu Ching University. The Peking Union Medical College, a Rockefeller endowment, an institution primarily for the study of disease in China and the training of doctors, has a world-wide reputation. Peking is also the largest railway centre in China, three main trunk lines

and two branch lines starting from here. **PAOTING (TSINGYUAN)** lies on the Peking-Hankow railway and a tributary of the Hai-ho; was in Manchu times the capital of the then Metropolitan Province of Chihli. In the first years of the Republic it was the chief military centre of North China, with an arsenal and large Military College. It has now lost most of its importance, though is still a large garrison town.

CHINWANGTAO. A treaty port in direct communication with

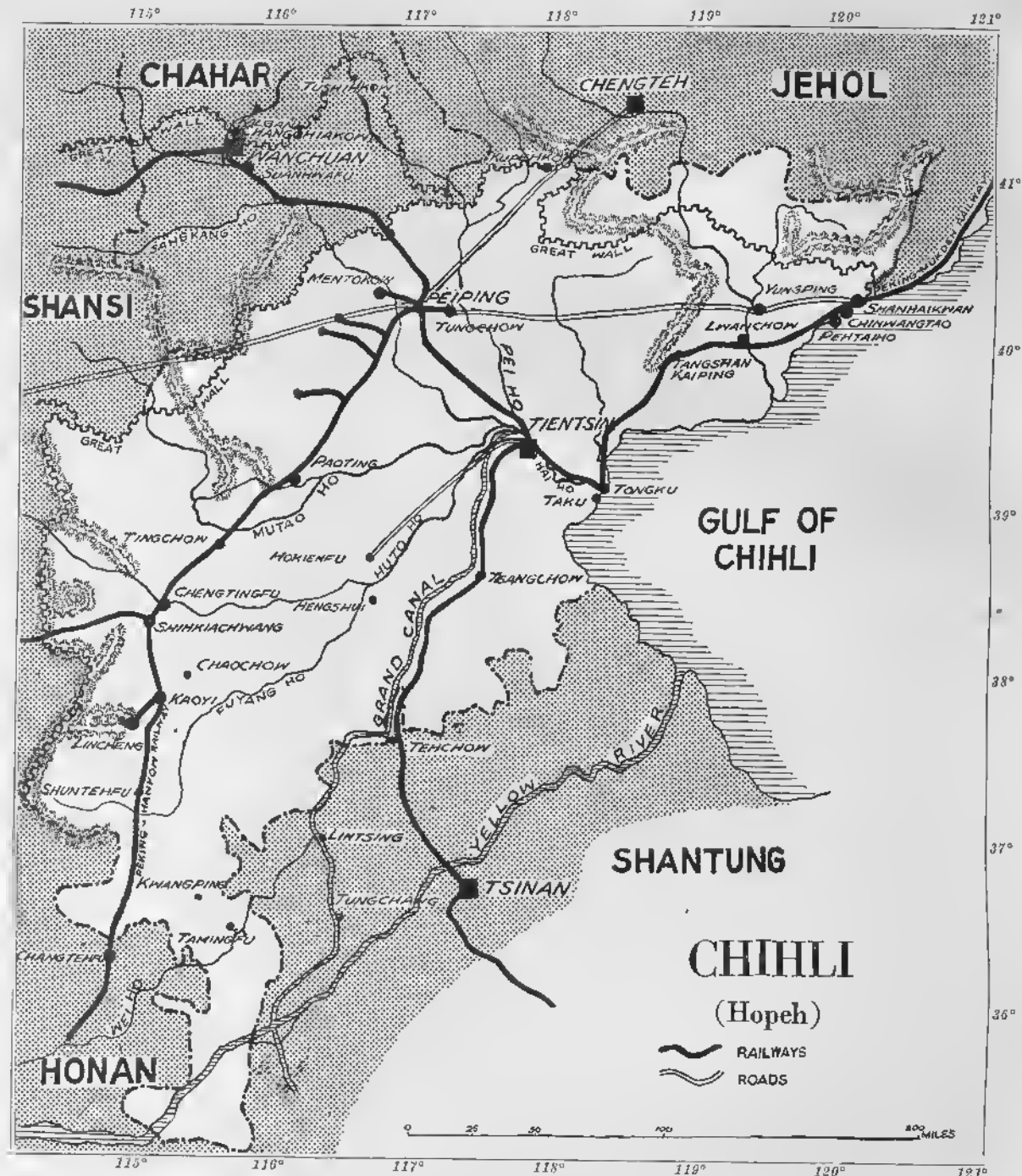


MAP OF CHINA SHOWING CHIHLI

Tientsin by rail. The bulk of the province from the mountains west and north, are not only not navigable, but are also a considerable danger owing to frequent inundations after the summer rains. Thanks to conservancy work the Hai-ho has been made navigable for the smaller coast steamers from Tientsin to the sea, but in recent years has been frequently silted up for longer periods. It freezes up from about the end of December to the middle of March. The Grand Canal is still a much-used waterway to the interior; at times of high water junk traffic can even ascend it as far as Taokow in Honan. The Yellow River runs through the extreme southern tip of the province.

SHANHAIKWAN (LINYU). The town is two-and-a-half miles from the coast. As it is situated at the north-eastern end of the Great Wall, and is on the Peking-Mukden Railway, it is an important gateway into the province. Glass factories are working here.

TAKU lies at the mouth of the river Hai-ho, which flows down from Tientsin. A bar at the mouth of the river is dangerous to ships. The ruins of the forts, destroyed in the Boxer Rebellion in 1900, are still to be seen. The last time the river was in flood it deepened its channel.



PEITAIHO. A popular bathing resort. In July and August its population swells to nearly three thousand. It has an aerodrome and in the summer there is a service to Peking.

TANGHSIEN, although it cannot be described as a large town deserves mention as one of the modern improvements being tried out by a body known as the National Association for the Advancement of Education. The new town is but eight hours ride from Peking but it is densely populated. Here everything is being done to improve the welfare of the peasants. Schools have been erected for the poor children and free medical attendance is given to all. The farmers are taught the most scientific way in which to produce their crops; and there is a general move to improve the illiteracy of all, by teaching the people the basic words of their language. The result of this experiment will be interesting as only facts will prove to the peasants that their methods and those of their forefathers are now obsolete and can no longer be used if their country is to compete with the outside world.

Rivers

Most of the streams which run across the great plains of the province from the mountains west and north, are not only not navigable, but are also a considerable danger owing to frequent inundations after the summer rains. Thanks to conservancy work the Hai-ho has been made navigable for the smaller coast steamers from Tientsin to the sea, but in recent years has been frequently silted up for longer periods. It freezes up from about the end of December to the middle of March. The Grand Canal is still a much-used waterway to the interior; at times of high water junk traffic can even ascend it as far as Taokow in Honan. The Yellow River runs through the extreme southern tip of the province.

Mountains

Hopei, although not a mountainous province throughout, is so to the north and west of Peking. Entering the Province at Shanhaikwan from Manchuria the altitude of the country is some 2,000 feet, but further south the country gradually flattens out and the Tangshan district sees the end of the hilly country and the start of the large alluvial plains which continue down to Tientsin and further down the coast line. Striking inland from the coast towards the ancient capital of China no hilly country is encountered until the city itself is reached and ranges can be seen stretching away to the north and west, both forming the foothills of the Great Mongolian Barrier. South of both Peking and the industrial capital Tientsin, the land lends itself to agriculture and is not hilly. Although as already mentioned Tangshan sees the start of the flat

lands, hilly country is to the west, the ranges running from the south-west to the north-east, eventually merging into the Mongolian Rim.

Fauna

In the lakes and marshes round Tientsin and at certain spots along the coast a limited quantity of wildfowl is to be found, and in certain places in the western and northern mountains a few pheasant and chieaw. But big game of any kind is practically non-existent.

COMMUNICATIONS

Roads

Except for the usual country roads, which become impassable in summer, the province, in comparison to its size, is poorly provided with communications. The former Imperial highways running out from Peking in all directions have fallen into complete disuse. The chief motor-roads (kept more or less in repair) are as follows:—

1. Peking to Tientsin (via Tunchow).
2. Peking to Paoting.
3. Peking to Mentowkow.
4. Peking to Nankow Pass.
5. Peking to Knpeikow (to Jehol).
6. Tientsin to Taku.
7. Tientsin to Tsangchow.
8. Tientsin to Hsiehienfu.
9. Tientsin to Paoting.
10. Nankow to Tientsin (Shan-Hai).
11. Hantun to Taming. (Tung)

Railways

1. Peking-Kalgan Railway.
2. Peking-Tunchow Railway, 10½ miles.
3. Peking-Mentowkow Railway.
4. Peking-Hankow Railway leaves the province north of Changtehfu, in Honan province.
5. Peking-Mukden Railway runs via Tientsin and Shanhaikwan.
6. Tientsin-Pinkow Railway leaves the province at Tohechow.
7. Chen-Tai Railway. Runs from Shihkiachuang on the Peking-Hankow line into Shanhsi to the capital, Taiyuanfu. It is a narrow-gauge line.

Harbours

Although possessing a coast line of nearly 250 miles Hopeh is handicapped by the lack of a natural harbour. The only two ports, both of artificial construction, Tientsin and Chinwangtao are not available for ocean-going steamers and are liable to be closed by ice in winter.

Air Routes

Peking is the terminus of the air route from Shanghai. A service three times a week connects the two cities.

INDUSTRIES

Agriculture

Chihli has been more fortunate than the other provinces of China in the amount of attention it has had to improve its agricultural resources. In 1904 the General

Bureau of Agriculture was instituted at Paotingfu. At a later date the Higher Agricultural School was also established in the same district. The latter institute also contains a Forestry Department where instruction is given in sericulture, forestry, horticulture and industrial art.

The soil of the province is fertile, but being primarily an agricultural district and densely populated, deterioration has set in owing to the peasants growing the same crop year after year on the same piece of soil, and, as manuring to the majority is out of the question owing to the cost, many localities are rapidly losing their productivity. The soil also suffers from drought. Two of the staple crops are kaoliang and millet, the former supplying food for man and beast and being also used for fuel and thatching. Wheat is quite extensively cultivated and cotton also ranks in the more important productions. Beans, pea-nuts, hemp, straw, barley, upland rice, tobacco and maize are crops cultivated by the farmers throughout the province in small patches. Chihli is quite a good fruit-producing province, grapes thriving remarkably well. Apples, pears, plums, apricots, peaches, persimmons and the inevitable water melon are all extensively grown. In the higher altitudes, 4,500 to 7,000 feet, oats, flax and mustard are cultivated. Live stock raising is yet another branch, mules being bred in large numbers. Other animals include ponies, donkeys, water buffaloes, sheep, goats, pigs and fowls. The camel is still retained as the beast of burden of northern China, and is a common sight to-day in Peking.

Manufactures

Tientsin is the highest industrial centre of the province, where Chinese factories produce cloth, cigarettes, matches, cement, soap and cotton. Peking is known for its rugs and enamelled ware.

Mining

Central Chihli, its southern plains and its flat eastern coastal section

are devoid of mineral beds, which are however principally located in the northern hilly region of the Province. Coal is the most important mineral and is found in abundance the largest mines being those of the Kailan Mining Administration located in the Kaiping area and capable of turning out 14,000 tons daily. Exporting the fuel is done through the modern equipped coal port of Chinwangtao. The Tangshan coalfield is one of the best of the Kaiping area and is now rapidly becoming an important industrial centre of northern China, containing one of the largest railway factories and cement plants in the whole country. The Janchow collieries are also important, the principal mine being at Makiakow. These collieries are almost adjacent to those of the Kaiping district, and extend some fifteen miles parallel to the railway. Other collieries are located at Mentowkow, Tsingsing, the To Li colliery some 16 miles outside Peking, Lincheng, and Tayaokow. Iron deposits exist at Taokow and in other localities of north-eastern Chihli. Gold, both reef and alluvial, is worked in the Chaoyangfu region at Tsienanhsien and elsewhere. Copper and lead are both known to exist and salt is produced in large quantities at the mouth of the Hai-ho. Tale and asbestos are both found; in fact, valuable deposits are believed to be in existence and would give a good return for capital invested.

FOREIGN AFFAIRS

Diplomatic

Great Britain, the United States of America, Denmark, France, Germany, Italy, Japan, the Netherlands, Portugal and Spain, all have an envoy extraordinary and minister plenipotentiary resident in Peking. Norway and Sweden both have an envoy extraordinary and minister plenipotentiary of Peking, but they are both resident in Tokyo. Consuls-general of Great Britain, Austria, Belgium, Finland, Denmark, Germany, Italy, Japan, the Netherlands, Norway and Spain are resident in Tientsin.



MARBLE BARGE, SUMMER PALACE, PEKING

2.—PROVINCE OF SHANSI

(Shansi="West of the Hills")

PHYSICAL

Area.—65,950 square miles (the same area as the State of Washington, U.S.A.).

Population.—12 million (182 per square mile; France has 197). There are 53 Protestant and 6 Roman Catholic mission centres.

Climate.—Almost the whole of the province is mountainous and in consequence is cold during the winter when most of the rivers and lakes are frozen over.

Racial Types.—The inhabitants are Chinese, only a few Mongols being found in the north. The people are reputed to be the finest hankers in China. Thriftiness and a quiet disposition are their characteristics.

Language.—Mandarin is spoken.

Cities

TAIYUANFU (YANGKU), the capital of the province, has a population of 230,000. The city is situated in a fertile plain, which is surrounded by mountain ranges. It is a modern city with electric light and macadamised roads. The provincial government offices, the Shansi University and several banks are within the city walls. A small, modern equipped arsenal lies outside the north gate. North is a large plateau of great mineral wealth, where coal, iron and sulphur are mined and transported to the capital by ox-carts; thence these minerals are sent by rail to different parts of China. At one time Taiyuanfu was important as the manufacturing centre of iron weapons.

TATUNG, an important centre of communications for the north of the province, lying at the junction of the Peking-Suiyuan railway and the motor road south to Taiyuanfu. In the neighbourhood are important deposits of coal and sodium carbonate. There are also in the vicinity the famous Yunkang caves with wonderful rock carvings of the 6th century A.D.

PINGTING is another centre of coal and iron mines. The manufacture of gold and silver articles is one of the industries of the city. It lies on the Cheng-Tai Railway.

PINGYAO is an important banking town, where the provincial head offices of the Bank of China are situated. It is a market for goods proceeding to and from Honan. Anthracite mines are in the district.

PINGYANGFU is very ancient and was of great importance in the time of Emperor Yao, who resided there. The plain on which it stands is productive and watered by the Fen-ho.

TSEHCHOW (Tsincheng) is the most progressive city in the south

of the province. A railway is being built to join the city to Tsingwachen, in Honan province. The finest iron ore of China is mined in this district.

KIANGCHOW stands fifty miles from the mouth of the Fen-ho, which is navigable to its confluence with the Hwang-ho. The surrounding district is fertile and the city is a busy trading centre.

Rivers

The Hwang-ho ("Yellow River") forms the whole of the western

boundary of the province and part of the southern. The Fen-ho rises in the north and flows in a southerly direction until it reaches Kiangchow, where it bends westward and joins the Hwang-ho. The Chin-ho is another tributary of the Hwang-ho.

Mountains

The mountains of Shansi form the southern edge of the great Mongolian plateau, the ranges decreasing gradually in height until they run out into the great plains

of Hopeh and Honan. Between these ranges lie wide, fertile plateaux. In the north are the two sacred mountains of Heng-shan and Wutai-shan.

Wutai-shan is one of the Four Hills sacred to Buddhism in China. It is called Wutai, or "Five Terraces," because of its five risings. The patron saint of Wutai is Wen Shu Pusa, who is supposed to have appeared there in the form of an old man. A great white pagoda is said to contain a single hair of the saint. In the Tang period there were 360 monasteries, but now there are only about 150, of which 24 are lamaseries. The religion is a mixture of Chinese and Lama Buddhism. The ruling ecclesiastic is the Grand Lama, who is known as the Chang Chia Fo (Ever-Renewing Buddha). The form of the pagodas is Indo-Tibetan and the interior of the temples a mixture of Chinese and Tibetan. The Chinese monasteries belong to the Lin-chi sect of Buddhism. Some of the buildings are said to have been founded in the 1st century A.D.

Forests

A large forest area exists to the west of Taiyuanfu, consisting of larch, pine, spruce, fir and hazel. Although the forests are supposed to be the property of the people and it is forbidden to cut down trees without the special permission of the forestry department, enormous inroads have been made into the once extensive forests of this province, so that in a few more years it will be as denuded as all the other provinces of the north.

Fauna

Animal life abounds in the province. Pheasants, partridges, wild ducks, wild geese and hussards are particularly plentiful; while the mountains are the home of wild boars, roe deer, leopards, wolves and foxes. Tigers are sometimes found in thickly-wooded mountainous areas. The blue sheep is found in the mountainous areas of Shansi.

COMMUNICATIONS

Roads

All the principal towns are connected by motor roads. The old and much-frequented Peking-Sianfu road runs across the province, passing through Taiyuanfu and down the Fen-ho valley. This province has been the pioneer in the making of motor roads, all the principal towns being connected. The main motor routes are:—

Taiyuanfu (via Yutzu, Pingyao-hsien, Puchowfu) to Feng Ling Tu (extreme S.W. tip), 390 miles.

Taiyuanfu-Tatung, 210 miles. Taiku (Paikueichen)-Tsechchow (Chincheng), 200 miles.

Pingyao-hsien (via Fenchow)-Linlin, 120 miles.

Taiyuanfu-Fenchow, 80 miles. Yangchuan (on Chengtai Railway)-Liaochow, 70 miles.

2.—PROVINCE OF SHANSI

11

Houma-Yumentzu (on Yellow River), 50 miles. Hsinhsien-Hopeh (for Wutai-shan), 30 miles.

Rivers

There are practically no navigable streams. The Yellow River, in spite of its size, is only navigable for rafts on account of the rapids and whirlpools. The Fen-ho is navigable for flat-bottomed barges from the Hwang-ho to Kiangchow. Both of these rivers are liable to flood their banks during certain seasons of the year.

Railways

1. The Peking-Suiyuan railway enters the north-east of the province and runs to Tatung, whence it turns northwards on its way to Paotow in Suiyuan.

2. The Cheng-Tai railway runs from Taiyuanfu to Shihkiachwang in Chihli, where it connects with the Peking-Hankow railway.

Two new lines are being built, which on completion will open up the mineral resources of the province; (1) a line to connect Tsechchow with the Tsingwachen-Weiwei railway, which joins the Peking-Hankow railway at Weiwei, and (2) a line to run right through the province from Tatung in the north to Puchowfu in the south linking up with the Lung-Hai railway at Tungkuan, on the other bank of the Yellow River.

INDUSTRIES

Agriculture

The province does not possess many tracts of fertile land owing to its mountainous nature. The valleys in the south and around the capital, Taiyuanfu, are the agricultural parts from which several drinkable brands of wine are made and exported to other parts of China. The best grapes produced in China come from Shansi. Another productive area is the plain surrounding Pingyao, where crops of tobacco, cotton, rice and the highest grade of Chinese opium are grown. Wheat, millet, kaoliang, beans, buckwheat and rice form the staple foods of the natives.

Manufactures

Mining is the chief industry, but in the north fur trading and live-stock breeding occupy the people. The southerners are engaged in agricultural pursuits and mining. Pingting is known for its goldsmiths. The manufacture of paper and sulphur are additional industries.

Mining

Shansi is the greatest coal-producing province of China. There are large and small collieries in every part, the three chief coal-mining areas being around Taiyuanfu, Pingtingchow, and Tsechchow in the south-east. There are also considerable deposits of iron ore. Lack of proper transport facilities have, however, prevented the full development of these two industries. There are also small mines of silver and gypsum. The large salt lakes at Yuncheng (east of Chiehchow), in the southern-most corner of the province (the so-called Hotung Salt District), supplies both Shansi and the neighbouring provinces with salt.

With regard to the iron-ores of Shansi, Mr. T. T. Read has given a good idea of conditions in his article which appeared in "The New Atlas and Commercial Gazetteer of China":—

"The iron-ores of Shansi are limonite and hematite, occurring in shales and sandstones of the carboniferous age; the varieties of occurrence are so numerous that to attempt their description would require too much space. Usually they are in masses of no great size, commonly in or near a disturbed zone in the strata, or else in beds or flat veins, from a few inches to not more than 3 feet thick, of limited extent. It follows, therefore, that no sufficient supply of uniform ore in enough quality can be obtained from the Shansi deposits, so far as yet explored, to form the basis of blast furnace work on a large scale.

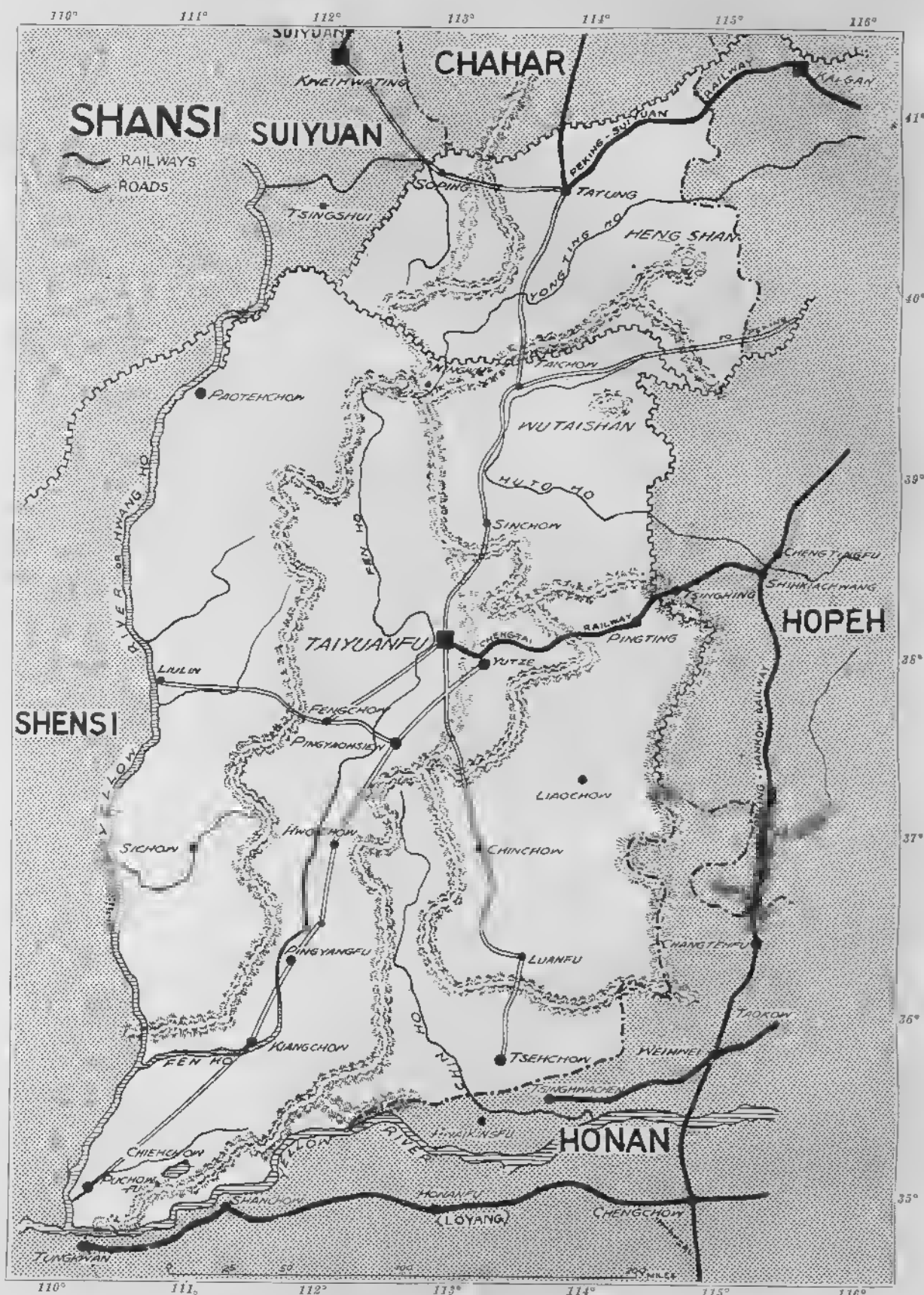
The ore mined through shallow round or rectangular shafts, is broken into small pieces and hand sorted into several grades, which are sold to the smelting-plants. Here it is mixed with 50 per cent

of its volume of coal and packed into cylindrical crucibles, 5 inches in diameter, and usually 45 inches high. From 250 to 275 of these crucibles are set upright in a rectangular furnace about 12 by 6 feet by 4 feet. Air-space is secured at the bottom by a layer of broken crucibles, over which is placed a layer of coal; then the crucibles are set in place, with coal between them; the front side is closed, the whole is covered over with coal and allowed to burn by natural draft for three days. The crucibles are then removed and the contents taken out. This operation usually involves breaking the bottom part of the crucible, which now contains an irregular bloom of iron of very variable composition, irregular fragments of iron, earthly residues, and a certain amount of coke. The bloom is sold to the makers of wrought-iron, the small pieces of iron are sold to the makers of cast-iron, and the coke is used for manufacturing crucibles. It should be noted that the product of this method of melting is not pig-iron, in the ordinary sense of the word, as it contains very little carbon, and is malleable. The bloom is worked into wrought-iron by heating in a wood fire and hammering until it is worked down into a rectangular ingot, which is then sold, and either manufactured locally into various objects and utensils, or shipped in the ingot form to all parts of the country. The small pieces of iron are mixed with coal and placed in crucibles, about 7 inches by 14 inches; and from 50 to 80 of these are placed in a smaller furnace, blown by hand. When the iron is melted the covering of the furnace is removed, the crucibles are taken out, the contents of several crucibles are poured into one, and this is then poured into moulds, which have previously been prepared with extraordinary skill. In this way various cooking utensils, especially *kuo*, are cast, often of remarkable thickness, as the casting contains as much as from 5 to 7 per cent of phosphorus, which has been taken up from the coal during the reduction and remelting."



LAND OF COAL AND IRON

Shansi's mineral wealth is proverbial. Smokeless coal, iron, and other minerals are plentiful, but development waits on communications and enterprise. Shansi's climate is a severe one, no more than a crop a year being possible. The Alum River, shown in the photograph, is characteristic of the wild north.



MAP OF CHINA SHOWING SHANSI

4.—PROVINCES OF KANSU AND NINGSIA

(Kansu is derived from the cities of Kanchowfu and Suchow. Ningsia is called after its capital)

PHYSICAL

Area.—Kansu, with an area of 120,320 square miles, is about the same size as Italy.

Ningsia is 77,900 square miles, which is approximately double the size of Hungary.

Population.—Kansu has a population of 6,000,000; 50 per square mile (the Shetland Isles have a density of 46 per square mile).

Ningsia's population is 1,450,000; 19 per square mile; (Mexico has a density of population of 21 per square mile).

The sparsity of the population is due to three rebellions. The Taiping, lasting from 1850-1864, affected the whole of the southern portion. The second and more terrible one was the Mohammedan revolt: starting in 1862, it was not stamped out until 1874. The third rebellion broke out in 1928, when 100,000 Chinese are thought to have been massacred. Mohammedanism has played an important part in the history of Kansu. The first official recorded embassy from Arabia to China was in A.D. 651, though it is probable that Moslems entered China before

that date. Mohammedan armies were successful in overrunning Central Asia at an early date, but the new religion did not affect China until A.D. 757, when Emperor Su Tsung of the Tang Dynasty requested the Caliph to lend him troops so that he could put down a rebellion. After the rising was quelled many of the Mohammedan troops settled down in China, married Chinese women and brought up their children in the Mohammedan faith.

Climate.—All through the winter the country is snow and ice bound, and cold winds blow down from Mongolia. In summer it is hot and temperatures of over 105 degrees are often recorded. Ningsia is not quite so warm in summer as Kansu.

Racial Types.—Both Provinces have a larger population of Moslems than any other province of China. The Moslems of Kansu, though, are not Chinese converts to Islam in the strict sense of the word, but are actually the descendants of three distinct races. The first of these is the Arab with a strong blending

of Persian blood. Next is the Turk from Samarcand; these people congregate in their own territory on the southern bank of the Yellow River. The last is the Mongol Moslem, from a branch of the Ouigurs.

Language.—Western Mandarin is understood in most of the larger cities, but the people of Turkish origin do not use Mandarin in general conversation; in fact the majority are not conversant with that tongue, but retain their own Turkish dialect, which is an ancient form of modern Turkish, phrases of which could be understood by any present-day visitor from Western Turkey. The Mongols speak their own language, which probably came originally from the Huns.

KANSU has suffered from three earthquakes in recent years. The first occurred in December, 1920, when nearly a million people are said to have lost their lives. The shock of this quake is said to be the severest ever seismologically recorded. The next took place in May, 1927, when the death toll was estimated at 80,000 lives. The third severe earthquake, in the Suchow

area, was in December, 1932, but as yet there are no reliable statistics of the number killed. The pan-handle of Kansu is a westward extension of the great silk route to Persia and the West, more than two thousand years old. Entering the eastern part of the Province, the road runs to Pingliang, which is in an agricultural district. From Pingliang the road marches westwards to Lanchowfu and then mounts north-westwards to Liangchowfu, a district of large tobacco and indigo plantations. Leaving Liangchowfu and still going north-westwards the road passes through Kanchowfu and on up to Suchow, a commercial city situated in an agricultural district, where rice, wheat, millet and fruits are grown. Following the course of the pan-handle Kiyukwan is reached. This town also sees the terminus of the Great Wall. Ansichow is the last town of any size that the road passes through before entering Sinkiang. All the cities mentioned on this route originally came into being as convenient halting places for caravans on this famous silk route to which the cities still owe much of their importance.

Cities

LANCHOWFU (KAOLAN), is the capital of Kansu. It occupies a central position and is on the Hwang-ho. A branch of the Great Wall terminates at this city. This section previously followed the Hwang-ho northwards, and rejoined the main ramparts, forming an enclosed semicircle. The city is well built and a commercial centre. Gold, silver and jade merchants are numerous among the traders, who throng its streets. All goods coming from Central Asia pass through the city.

NINGSIA is the only city of any size in Ningsia Province, of which it is the capital. It is close to the Hwang-ho and badly situated on a large plateau, as it is liable to be flooded by this river. Six years ago Ningsia Province was part of Kansu. It possesses a gateway through the Great Wall and was badly sacked during one of the Mohammedan insurrections. Ningsia is virtually an oasis in the Alashan desert, and has been created by one of the oldest and most remarkable irrigation systems in China. The main canals, leading water from the Yellow River, have been functioning for hundreds of years.

Rivers

The Hwang-ho or Yellow River rises a little to the west of the two lakes Tsaring Nor and Oring Nor, its elevation in this district being 14,000 feet. The river enters the Province to the west of Lanchowfu, and the twisting nature of its course illustrates the difficulty the river has in making headway through this mountainous country. The bed of the Hwang-ho is strewn with boulders and when it reaches the eastern boundary of Ningsia, its left bank is flanked by mountains that vary in elevation from 6,500 to 20,000 feet. The Sining-ho, rising to the north-east of Lake Koko Nor in Tsinghai, meets the Hwang-ho at Lanchowfu. The Tao-ho is another important tributary of the Yellow River, while the Wei-ho, which rises in the mountains to the south of Lanchowfu, does not join the Hwang-ho immediately, but flows eastwards and meets the larger river on the eastern boundary of Shensi Province. The Tatung-ho flows into the Sining-ho. The Hwei-ho is the largest river of Ningsia.

Mountains

Kansu with the exception of a few arable plains in the south and along the silk route is mountainous. The northern western area is wholly mountainous, forming a step down from the still higher Kun Lun range skirting the southern boundary, to Mongolia in the north. In this northern area the main range is the Tan Shan, which soars to a height of over 20,000 feet and its passes over which runs the silk route are 12,000 feet or even more.

4.—PROVINCES OF KANSU AND NINGSIA

Bearing in a south-easterly direction is the Tien Shan on which lies the new unimportant town of Kanchow. The range runs parallel to the Tan Shan and occurs in the narrow neck of land which joins the northern area to the southern area. Over this range the silk route passes are some 10,000 feet up. Another name given to the range is the Richtofen Range, named after the famous China explorer. The third definite range of Kansu is encountered in the southern area, the Ta T'ung shan, in a valley of which is Lanchowfu, the capital city, 6,000 feet above sea-level.

Ningsia is both mountainous and desert country.

Forests

The Provinces are only sparsely timbered, the best area is to the east of Kungchangfu and north of Taochow in Kansu. Through lack of control on the part of officials, the inhabitants have been permitted to cut down forests that once covered the mountain ranges.

Fauna

A variety of game dwell in the wild country of the two Provinces. Bears, leopards, wild boars, wolves, foxes and even the dreaded tiger are to be found. Eagles and vultures are also common.

Chongtu in Szechwan. A branch road of the great silk route leads off to Ningsia. A certain amount of work is being done to improve the above roads, of which the following are now more or less suitable for motor traffic:—

Lanchowfu-Kingchow (Shensi border), 220 miles.
Lanchowfu-Ningsia-Paotow (Suiyuan), 650 miles.
Lanchowfu-Taochow, 100 miles.
Ningsia-Pingliang, 300 miles.

The silk route is the most interesting feature of Kansu. The art of sericulture originated in China and is traced back to the most ancient times when the Empress Hsi Ling introduced the rearing of silkworms and invented the loom. The silk was transported from the eastern provinces by bands of men and yaks through the mountainous province of Kansu and on to Central Asia and Europe. The distance from Shanghai to the north-western boundary of China overland is approximately 2,000 miles. The Chinese jealously guarded the secret of their valuable art, but tradition says that the eggs of the silkworm moth were carried to Khotan by a Chinese princess in the lining of her head-dress.

Rivers

For navigation none of the rivers are suitable for large boats. There are a few ferry boats on the Wei-ho which are used by travellers.

Railways

No railways have yet been constructed in either province. Lines have been surveyed from Sianfu, in Shensi Province, to Lanchowfu, and it is hoped to extend this line

COMMUNICATIONS

Roads

The four main roads in Kansu are (1) to Urumchi by the silk route; (2) to Siningfu, and on to Lhasa, passing between the lakes of Tsaring and Oring; (3) to the capital of Shensi, Sianfu; (4) to

INDUSTRIES

Agriculture

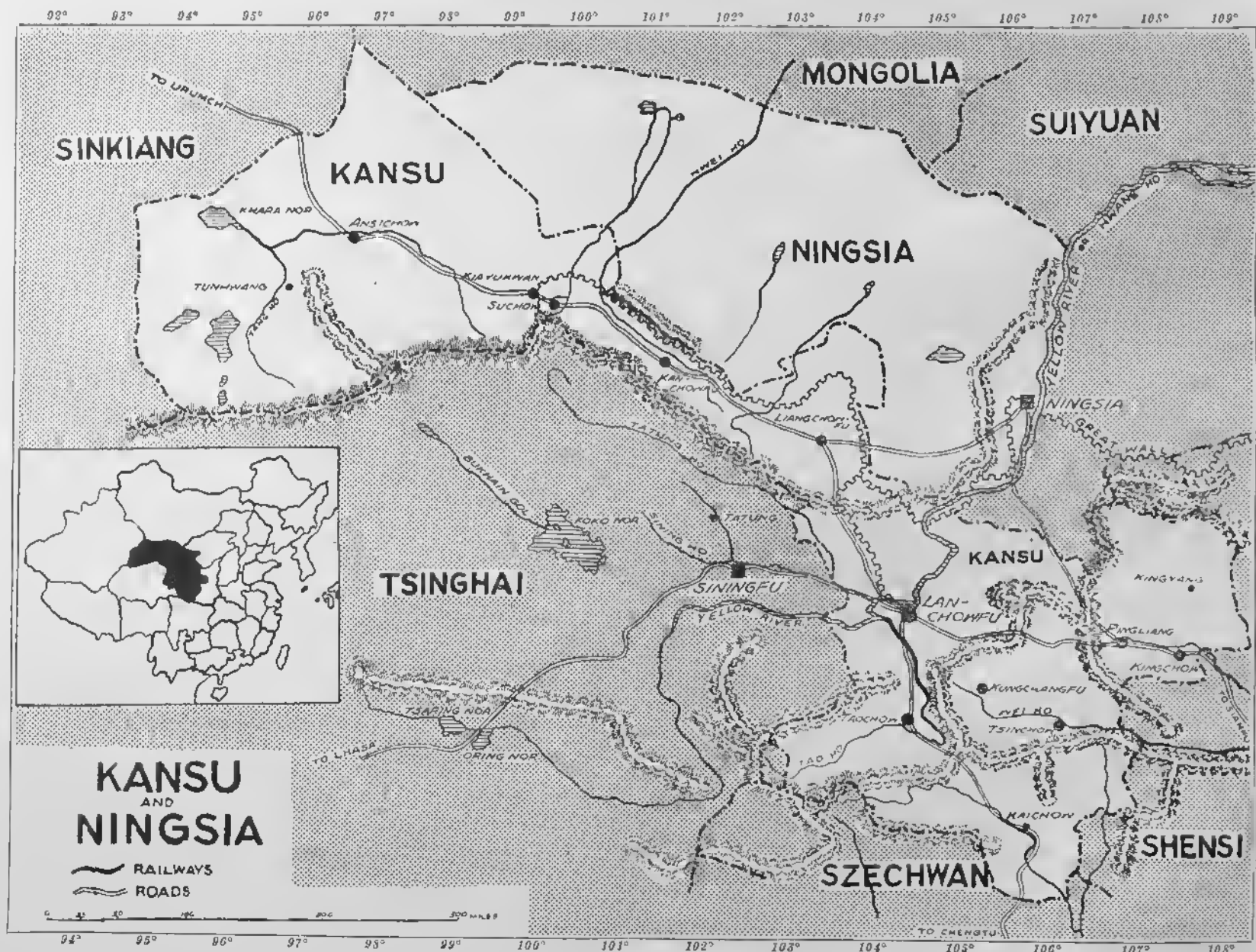
The province of Kansu being mountainous, it is unsuitable for agricultural development with the exception of a few districts. The chief crops include wheat, fruit, indigo, tobacco, opium, barley and vegetables. Sheep rearing is the occupation of those living in the hilly districts. The farming interests of the people of Ningsia are similar to those of Kansu.

Manufactures

In Kansu there are no industries of note except a little cloth making; rugs are made from local wool in Ningsia.

Mining

As in the case of all northern provinces of China, coal is freely found, but lack of transport facilities and capital are the reasons for the mines remaining undeveloped. Copper is mined seventy miles north of Lanchowfu. Smelting works were established some years ago and foreign machinery installed under foreign supervision. The ore, however, could not be mined in sufficient quantities to keep the works going at their full capacity, and so the undertaking was closed. Other minerals found are gold, iron, petroleum and silver. Salt is available from salt lakes. In Ningsia the mining possibilities have not yet been properly exploited, though coal and iron deposits are known to exist in fairly large deposits.



A SPRING IN THE DESERT

The bleak and waterless country in Ningsia does not favour the traveller. Ningsia itself has been created by irrigation and is practically an oasis in the Alashan Desert.

5.—PROVINCE OF SHANTUNG

(Shantung—"East of the Mountains")

PHYSICAL

Area.—55,984 square miles, which is just over twice the size of Ceylon.

Population.—34,375,849 (614 per square mile; the density of Holland is 608). There are thirty-six Protestant mission centres and Roman Catholic mission centres are scattered throughout the Province.

Climate.—In summer the climate is hot but pleasant and healthy. The rainy season commences in July and during this month fogs frequently occur on the coast. In the winter there is a fairly heavy snowfall.

Racial Types.—The natives are a hardy race and physically large; many of them emigrate to the neighbouring provinces and to Manchoukuo.

Language.—Northern Mandarin is spoken.

Cities

TSINAN (LACHENG) is the capital of the Province and has a large population, estimated in 1931 at about 398,217, this includes a small percentage of Mohammedans. The city became the capital of the Province and rose to fame as an important political centre in the Ming Dynasty. As a commercial city Tsinan has always been of some importance and is connected

to its river port Lokow by canal. Lokow is some five miles to the north of the city. Water communication, however, was supplanted by the construction of the Shantung and the Tientsin-Pukow railways; the former, built in 1904, brought Tsingtao on the sea-coast in communication with Tsinan, the western terminus of the railway; the latter was not completed until 1912 and quicker means of transport was introduced from Tientsin to Tsinan instead of the old and round about way of proceeding up the Yellow River for some eighty miles before connection was made with the Grand Canal which leads up to Tientsin. The Yellow River between the Grand Canal and Tsinan still has a large junk traffic. Tsinan is now an important industrial town, several factories have sprung up in recent years and these include flour mills, a cotton and spinning mill, hair-net, sugar, paper, iron and brass goods, soap, dye, leather, needle, cement and wine factories. Electricity is supplied by a power company. Tsinan was voluntarily opened as a Foreign Commercial Settlement in 1906, the settlement is known as Shangun, meaning the Trading Quarter, and is situated outside the walls of the native city. An arsenal, aerodrome and military college are established, and many schools and colleges have been built.

CHEFOO is a treaty port opened to foreign trade in 1863. The city has no foreign settlement or concession, though there is a recognised Foreign Quarter, which is well administered and lit by electricity. The correct name of the port is Yentai, Chefoo being on the opposite side of the bay to Yentai, but the name Chefoo has now been adopted by foreigners, though many Chinese still call it by its own name. A committee of six foreigners and six Chinese originally formed the council of the Foreign Quarter, but this committee was dissolved in 1930, and Chefoo is now administered throughout by Chinese Authorities. In summer many Shanghai residents flock to this health resort. The manufacture of silk and hand-made silk laces is an important industry. Fruits are increasingly exported from the port, the soil and climate of the district being particularly productive for foreign fruits. A large trade is done in vermicelli, hair-nets and embroidery work, while groundnuts have an increasing export. Improvements to Chefoo harbour are usually part of the annual programme of the city. The port is visited by ocean liners and Chefoo has a large shipping trade. The emigration of Shantung men through the port still goes on as for many years past.

WEIHAIWEI is situated on the northern coast not far from the end of the Shantung promontory. Its first importance was as a naval base for the Chinese fleet and the port was strongly fortified, but in 1895 the Japanese captured the port and retained it pending an indemnity fixed upon by the two countries. In 1898, when Russia leased Port Arthur and Germany seized Kiaochow Bay, Great Britain leased Weihaiwei for as long as Russia remained in occupation of Port Arthur. In 1921, Great Britain offered to return the port to China and negotiations were opened, but were not brought to a satisfactory conclusion until 1930, whereby both nations agreed upon certain naval privileges and facilities to the port to be retained by the British Government for a period of ten years, subject to renewal by agreement between the two powers. During British occupation Weihaiwei was used as a sanatorium for the navy and summer anchorage. Weihaiwei is now a health resort and is another place frequented by Shanghai people during the summer months. It is a regular port of call for many China coasting steamers from Shanghai. The Chinese of the district are chiefly engaged in fishing or agriculture. Groundnuts are an important export of the port.

TSINGTAO, a treaty port, is one of the finest cities of the Far East. When the Germans seized Kiaochow Bay in 1898, as a reprisal for the murder of two missionaries in the interior, Tsingtao was included in the leased territory. Under German administration a well laid out city was built, the name of the city being taken from the island within the bay. On the outbreak of the Great War, Japan after declaring war on Germany, took Tsingtao by force of arms, but returned the territory to China in 1922. The city is divided into five sections (1) Administrative quarter, former German quarter; (2) Commercial quarter of the Chinese and Japanese; (3) Foreign trade quarter: all the large foreign business houses are situated here; (4) The new town quarter, which was built by the Japanese during their occupation of the city and contains all the offices of the Japanese banks and shipping firms; (5) The summer residence quarter, which is in the finest and healthiest position. Good sea bathing, beautiful parks and a race course are some of the attractions of Tsingtao. The port is made up of two harbours, the Great Harbour and the Small Harbour; the former has accommodation for ocean liners and a railway connects it with the Shantung railway; the latter is used by junks and has a pier. Its industries include a brewery, cigarette factory, refrigerating plant, bone-meal fertiliser factory, railway repair shop, spinning mills, silk filatures, flour mills and salt works. Agriculture flourishes in the surrounding district.

LUNGKOW is a treaty port opened to foreign trade in 1915. It was used in the Great War as the port of disembarkation for the Japanese troops which were to occupy Tsingtao. There are no large industries in the hinterland, the city depending on small coasting steamers and junks for its trade. Agricultural pursuits are carried on in the district. Vermicelli is the principal export of the port and large quantities are shipped as far as Hongkong.

LAICHOW lies eight miles from the sea coast. Marble and stone quarries are worked in the neighbourhood.

WEIHAIWEI is an inland commercial town lying on the Shantung railway. Coal mines are in the vicinity.

Rivers

The main river of Shantung is the Yellow River (Hwang-ho), which flows from the south-west to the north-east and crosses the Grand Canal. The bed of the river is higher than that of the surrounding plains and consequently its embankments require constant watching. 60,000 men are estimated to be annually employed on repair work. On several occasions huge floods have rendered thousands homeless and caused great destruction, and this has earned the river yet another name,

"China's Sorrow." The earliest Chinese records show that the river once entered the Chihli Gulf by two mouths, one of which is now occupied by the Hai-ho below Tientsin, the other somewhat more south. In the Shang dynasty another branch, still further south, flowed by Tsinaifu in Shantung, filling the Ta-ch'ing-ho. In Confucius' days we hear of a branch flowing southward to the Huai river. In the 3rd and 4th centuries the Ta-ch'ing-ho running into the Chihli Gulf was the only mouth, but about A.D. 1200 the river again went south to the Huai-ho and flowed into the Yellow Sea. It retained this course till 1852 when it returned to its Ta-ch'ing-ho course.

Mountains

Shantung is mountainous in the centre and towards the south-east and north-east. Tai-shan, situated to the south of Tsinan is the most important of the five sacred mountains of China. During the reign of one of the Sung Emperors, the mountain was proclaimed a divinity. With the introduction of Buddhism, sacrifices were offered by Emperor Wu in 110 B.C. at the summit and foot to Heaven and Earth. The religion's most popular object of worship is a female divinity the daughter of the mountain, which dates from 1008 A.D., when a large stone image was discovered on the summit. A stone staircase winds up to the peak and is bordered by many shrines.

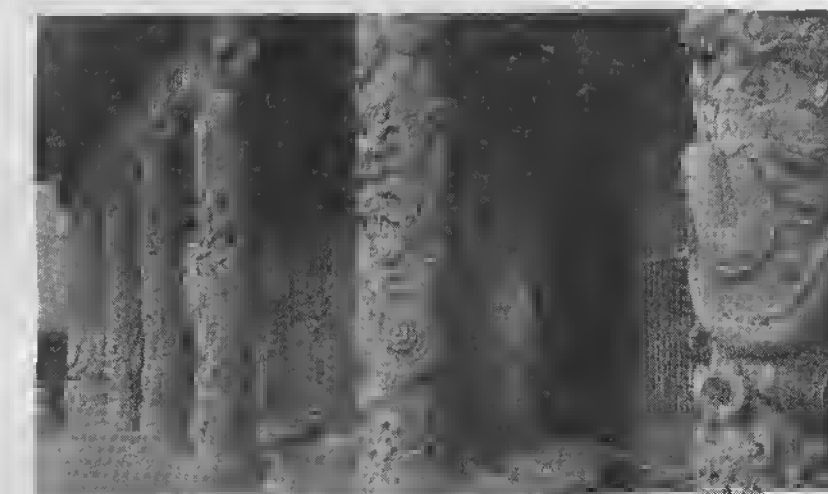
COMMUNICATIONS

Roads

Roads are few, the main routes for traffic are along the waterways of the Province. The more important towns on the northern side of the Shantung promontory are connected by road to Weihai and Kiaochow, both of these towns lie on the Shantung railway. There is a good road running from Taianfu to Ichowfu. In the larger cities of the Province the main roads are kept in good order.

Rivers

None of the rivers are navigable



THE TEMPLE OF CONFUCIUS

Confucius himself dated back 2,400 years. The temple to his memory in Chefoo, Shantung, was built in the Yuan Dynasty, about 6,000 years ago. It stands almost unscathed by time, a matchless example of Chinese art under the Mongol Emperors.

for large craft. Shallow draft junks are used on the Yellow River in certain seasons but often the current is too strong for safe navigation. In olden days the Grand Canal must have been the scene of busy traffic but for many years past it has not been a traffic route as it has silted up.

Railways

1. Tientsin-Pukow Railway. The line enters the Province at Tientsin and runs in the same direction as the Grand Canal, leaving it north of Suchowfu. Two branches of this line run to Tsining and Taierhelwang.

2. Shantung Railway. This line was built by the Germans and runs from Tsingtao to Tsinan. A branch line runs off to the coal mines of Poshan to the south of the main line.

INDUSTRIES

Agriculture

To the south, towards the Kiangsu border, land is extensively cultivated and in spite of the floods of the Yellow River its plains are also fully cultivated. Wheat, cotton, silk, fruits, tobacco, groundnuts and beans are the principal crops.

Manufactures

The manufacture of tussah and pongee silk is an important and old industry. Tussah is obtained by reeling the silk from the cocoons, and this is the raw article. Pongee silk of which there are many varieties is made on hand looms and known for its good hard wearing quality. Silk was the main industry of the Province and though it still occupies an important place, the growth of the tobacco and groundnut industries indicates that this article does not have such a large demand as it formerly had. Groundnuts are exported as a food and they are also used for the manufacture of peanut oil. Tobacco has greatly developed. The Shantung farmers grew tobacco of an inferior quality for many centuries. In 1915, the British-American Tobacco Co., started an

experimental tobacco plantation under the supervision of experts. The best quality seed was imported and distributed free to the farmers. The result has been that the tobacco production has increased at an amazing rate, the annual production and sales have reached an average of fifty million pounds. A large number of eggs are annually exported. Bean vermicelli is manufactured from a small green bean and is made by individual natives and by factories. Hog bristles are exported to Shanghai where they are made up into brushes. Wine is made from grapes grown in the Chefoo area.

Cotton-spinning is another thriving industry, the mills at Tsingtao import a large quantity of the raw material annually and these mills specialize in the grey varieties of cotton piece goods. Strawraid is another remunerative industry.

Mining

Shantung has its share of the coal-fields which are found in nearly every province in China. Good deposits of this mineral are found along the Shantung Railway. Important mines are at Poshan to the south of the main line. Gold is one of the old industries of the Province, the methods employed for obtaining this metal is by washing. Iron, copper, lead, gypsum, galena and mica are all known to exist, but there are no worked mines of any size. Marble and soapstone quarries are in the Laichow district.

FOREIGN AFFAIRS

Representation

The following countries have governmental representatives resident at Chefoo:—America, Belgium, Great Britain, Japan, Netherlands, Norway and Sweden.

At Tsingtao are the following governmental representatives:—America, Denmark, Finland, Germany, Great Britain and Japan.

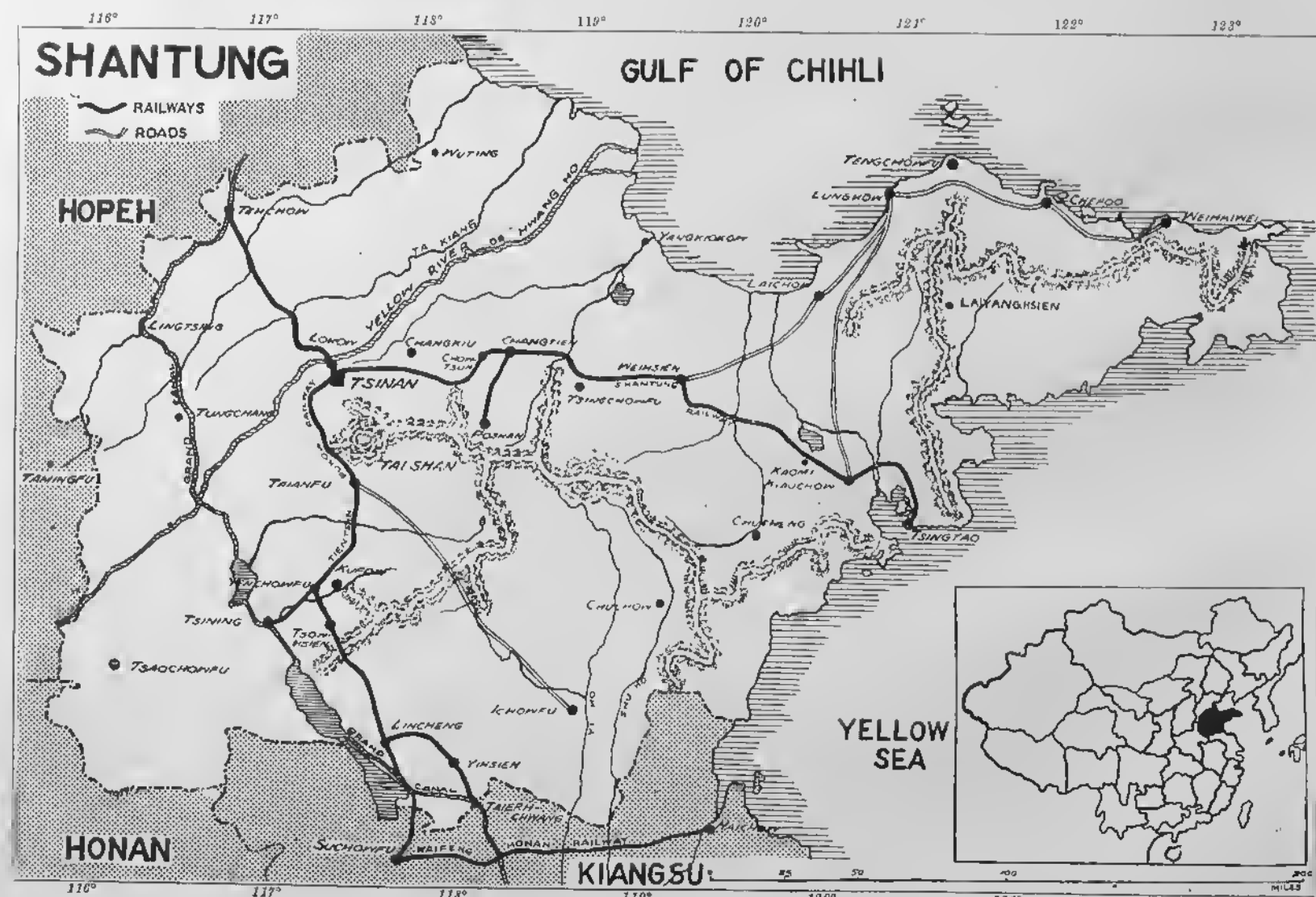
At Tsinan are the following:—America, Germany, Great Britain and Japan.

There is a British Consul resident at Weihaiwei.

Trade

There are three main centres of foreign trade: at Chefoo, Tsingtao and Tsinan. All three have quite a large foreign population, for which foreign stores cater. Chefoo and Tsingtao besides being important industrial centres and busy ports are also popular summer resorts, where many Shanghai residents spend the hot months of the year.

Weihaiwei is another spot that is visited by holiday people. While Chefoo holds an advantage over its rival Tsingtao as it is nearer Japan, Manchuria and other northern ports, the same advantage applies to Tsingtao in its nearness to Shanghai and the southern ports of China. Tsinan is becoming more and more important as an industrial city.



6.—PROVINCE OF HONAN

(Honan—"South of the River")

PHYSICAL

Area.—67,954 square miles. Austria is half the size of this province.

Population.—35,289,752 (522 per square mile; twice as thickly populated per square mile as Switzerland). There are forty-two Protestant and eight Roman Catholic mission centres in Honan.

Climate.—The conditions in the south are mild. In the north it is cold in winter, and dust storms are often experienced.

Racial Types.—The inhabitants of the province are a truculent and surly people. At one time they were noted for their anti-foreign attitude. There are few immigrants into Honan from other provinces.

Language.—Mandarin is spoken.

Cities

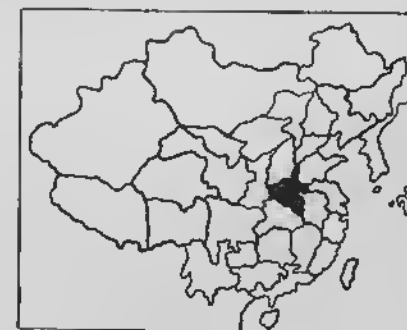
KAIFENG, the capital of the province, was the capital of three different dynasties: the Wei Dynasty 221-265 A.D., the Five Dynasties 907-960 A.D., and the Sung Dynasty 960-1278 A.D. It was under the Ming Dynasty that the city was first called Kaifeng, its former name being Pien-ching. It has often been the scene of conflicts. Kaifeng is situated in a plain to the south of the Yellow River, and is in constant danger of being flooded. A series of embankments has been built between the city and the river for the purpose of protecting the former from floods, but even this has not always proved to be efficacious. An arsenal has been established in the city. It has a population of about 200,000, macadamised main streets, electric light, and a few cotton mills.

Up to recent times there used to be a Jewish colony at Kaifeng-fu, Jews having apparently come to China during the Han dynasty, probably soon after A.D. 34. Dr. W. A. P. Martin paid a visit to Kaifeng in 1866. There were then seven left out of seventy families, numbering from three to four hundred persons, and the Synagogue was in a state of complete ruin. They could not trace their tribal pedigree, never met as a congregation, had no Sabbath and no circumcision, and seemed on the point of merging into the heathendom around them; their one distinction being the custom of picking out the suew from the flesh they ate—a custom which has given them the name among Chinese of *T'iao Chin Chiao* (pluck-sinew sect). In spite of various attempts to help them, both by Jews and Christians, their condition seems to have gone from bad to worse since then. The site of the Synagogue was bought in 1912

by the Mission of the Church of England in Canada, which works in the city.

LOYANG one of China's oldest cities, is situated in a fertile plain to the west of Chengchow on the Lung-Hai railway and at the junction of some of the main roads of the province. In former days it was an important city and was the capital of different principalities. The recent Sino-Japanese conflict brought Loyang unexpectedly into prominence again. Rumour was rife of an impending Japanese attack on Nanking via the Yangtze, so Government archives, clerks and officials were moved post haste to Loyang, which again became China's capital for a brief period. It proved, however, to be inconvenient and was abandoned again

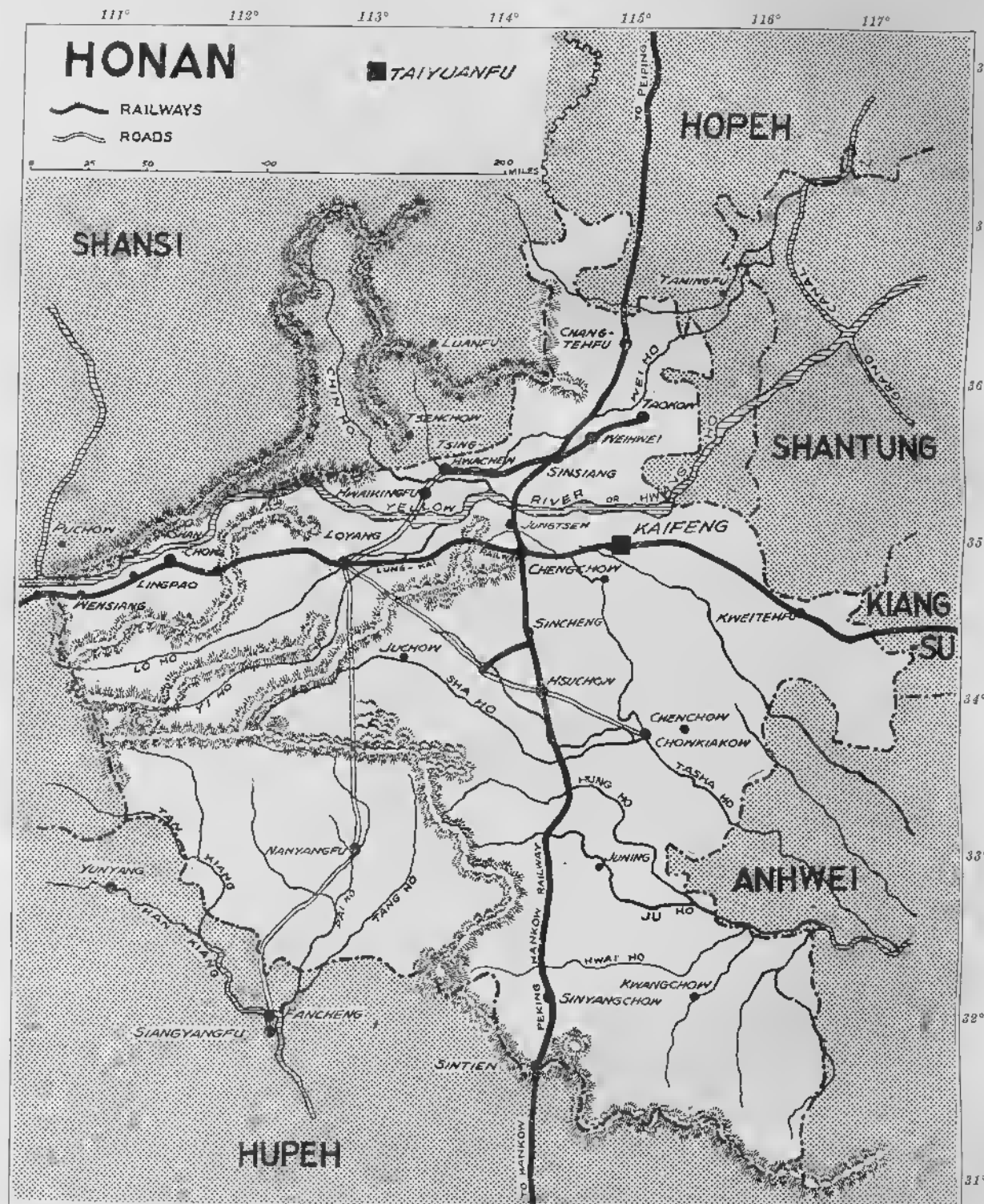
as soon as the immediate danger to Nanking ceased. It still retains the status of an additional or emergency capital as does Sianfu in the neighbouring province of Shensi. A short distance to the south of the city are the famous Lungmen caves with wonderful rock carvings.



MAP OF CHINA SHOWING HONAN

TSINGHWACHEN, north of the Yellow River, is an important coal mining centre. The mines of the Peking Syndicate are situated fifteen miles from here at Chiaotso. Iron utensils are extensively manufactured here, and it is the chief market for a medicinal herb called *Ti Huang* much used in the Chinese pharmacopoeia.

TAOKOW lies at the headwaters of the Wei River which, connecting with the former Grand Canal, provides a direct water communication with Tientsin. By this route are transported a large portion of the mineral products of south-east Shansi and grain from the Hwaikungfu district. In winter, however, the river freezes up. Taokow is connected by a special railway, the Tao-Ching line, with the Peking Syndicate mines.



CHENGCHOW (CHENGHSIEN), is an important railway junction at the intersection of the Peking-Hankow and Lung-Hai railways. This city is rapidly becoming more important industrially, and has several cotton-packing mills and factories for the manufacture of egg products.

KWEITEHFU (SHANGKU), on the eastern boundary, is another city which has seen better days. As well as Kaifeng and Loyang it was an ancient capital of the Chinese Empire.

CHANGTEHFU (ANYANG), a large town in the northern part of the province, the centre of cotton cultivation, has considerable historic interest. There are numerous sites where archaeological excavations are being undertaken. In the vicinity is the grave of Yuan Shih-k'ai, first president of the Chinese Republic.

Rivers

The Yellow River, or Hwang-ho, runs through the northern section of the province and is a continual menace to the inhabitants of this district; as the river is liable to disastrous floods, while (at other times) in the winter and spring the waters subside to very moderate dimensions. The old course of the Yellow River used to flow south-eastwards from near Kaifeng and debouch into the China Sea, through Kiangsu Province, but the course changed to its present one in 1852, and now flows into the Gulf of Chihli to the north-east. The Wei-ho flowing north of the Yellow River runs into the Grand Canal. In the south-west are three important tributaries of the Han-kiang, the Tan-kiang, Pai-ho and Tang-ho. Several rivers rise in the west; two, the Lo-bo and Yi-ho, flow into the Yellow River, while the rest flow southwards into the Han-kiang in Hupeh Province, the Hankow tributary of the Yangtze.

Mountains

On the west of the province are several ranges, which are the final continuation of the Tsin-ling mountains, that run in a north-east and south-west direction through most of the northern provinces. The average height of these Honan ranges is 3,000 feet, but some peaks exceed 7,000 feet.

COMMUNICATIONS

Roads

Owing to the hilly nature of the country to the west and south, roads have been difficult to construct. The best pass from Honan to Shensi on the west, is the Tung Kuan pass, on a route now taken by the railway. There is a good road from Loyang running southwards to Nanyangfu, whence it turns south-westwards and crosses the border into Hupeh. Loyang is also the junction of two other

6.—PROVINCE OF HONAN

19

roads, one extending south-eastwards to Chowkiakow and the other north-eastwards to Tsinghwachen. In recent years a number of motor roads have been built radiating from Kaifeng, but they have not been kept in good condition. There is a fair road along the Yellow River dyke between Kaifeng and Chengchow.

The chief motor-roads are:

1. Chengchow—Loyang—Tungkuan (Shensi) 200 miles
2. Chengchow—Kaifeng—Kweitehf—Hsuechowfu (Kiangsu) 230 miles.
3. Hsuechow—Nanyangfu—Lobokow (Hupeh), 150 miles
4. Hsuechow—Loyang, 100 miles
5. Sinyangchow—Nanyangfu, 125 miles
6. Sinsiang—Hwaikungfu—Chi-yuen, 65 miles.

Rivers

The Pai-ho is navigable to Nanyangfu and at certain seasons the Hwang-ho can take junk traffic from Loyang to Kaifeng. During the low-water season this river is too shallow for junks and in flood season too swift and dangerous.

Rivers are used as a means of communication in the south-eastern section, the plains being well irrigated. The Hwai-ho is navigable as far as Sinyangchow, but is also liable to serious floods and to break its banks.

Railways

1. The Peking-Hankow Railway divides the province into two sections, the east and the west. North of Chengchow the line crosses the Yellow River on a steel bridge two miles long, now in rather bad condition.

2. The Taohing railway, from Taokow to Tsinghwachen in the west, crosses the main line at Sinsianhsien. This line was built by the Peking Syndicate for the transportation of coal from the mines.

3. The Lung-Hai Railway. This line running from east to west, forms a cross with the Peking-Hankow Railway, which it intersects at Chengchow. It forms a section of the trunk line that was originally planned to run from Haichow (Hai) on the coast to Lanchowfu, the capital of Kansu (Lung). The first section to be built was between Honanfu (Loyang) and Kaifengfu (Pienliang) and was called the Pien-Lo Railway. It is now completed between Haichow and Tungkuan, on the Shensi border.

INDUSTRIES

Agriculture

Honan is blessed with a rich but sandy soil and wide fertile plains. Few parts are unsuitable for agriculture and these are mainly in the mountainous west and south. One of the most productive areas is that round Hwaikungfu,

where trees and shrubs are grown in plantations. The Lo-ho valley is another fertile area, where fruit trees and the poppy are cultivated. Nanyangfu, situated in a well irrigated plain, is the premier cotton producing centre of the province. Most Honan cotton used to be exported to the mills of Shanghai, but nowadays cotton packing mills are established in Chengchow. The mountains to the north-east of Nanyangfu are studded with oak trees on which the silk worm feeds, and silk forms an important industry of the city. Tobacco growing is confined more to the central and eastern parts of Honan, the largest centres being at Siancheng and Chengchow. Sesame seed is another product which is increasing in importance, and is cultivated all along the Peking-Hankow Railway. Soya beans, millet, maize and kaoliang are also grown. The quantity and quality of the annual harvest is however greatly dependent on the rainfall; the country is apt to suffer from drought.

Manufactures

As the province is so fortunate in its agricultural areas, for which it has a ready market in both the provinces of Shansi and Shensi, it is not surprising to find that there are not many local industries.

Mining

In addition to the rich agricultural soil, Honan is rich in mineral wealth, it is in fact considered one of the four great coal producing provinces of China. Its annual output increased by leaps and bounds once the Peking Syndicate, originally a foreign concern, started mining the rich deposits of northern Honan with up-to-date machinery. The Peking Syndicate has now amalgamated with Chinese associates and the concern now controls the annual coal returns of the Province. Railways and water communication give Honan a distinct advantage over Shansi, that province also lying further away from treaty port markets and also not having such a densely populated hinterland as Honan has in its agricultural plains. Honan coal is principally anthracite in composition though some bituminous is mined in the Juchow and Lushan districts. Coal is also mined by native collieries of a primitive type. Lead and tin deposits are in existence but their working value is unknown. Iron is found in the north-west, the fields being a continuation to those of Shansi.



ANCIENT CARVING

Sculpture, the memorial of China's ancient artists, is widely distributed. In the Peishiang Tangshan Cave in Honan, carvings date back to the Northern Chi Dynasty, fourteen centuries ago. A figure study at the base of a pillar supporting the ceiling of a cave is depicted above.

7.—PROVINCE OF KIANGSU

(The name Kiangsu is the combination of Kiangningfu [Nanking] and Soochowin)

PHYSICAL

Area.—38,610 square miles; Bulgaria is 39,824 square miles and Scotland is 30,405 square miles.

Population.—34,624,433 (896 per square mile, the Province of Saxony in Germany has a density of 863 per square mile. The density of the population for the whole of Germany is 345 per square mile). There are twenty-six Protestant mission centres and many Roman Catholic centres.

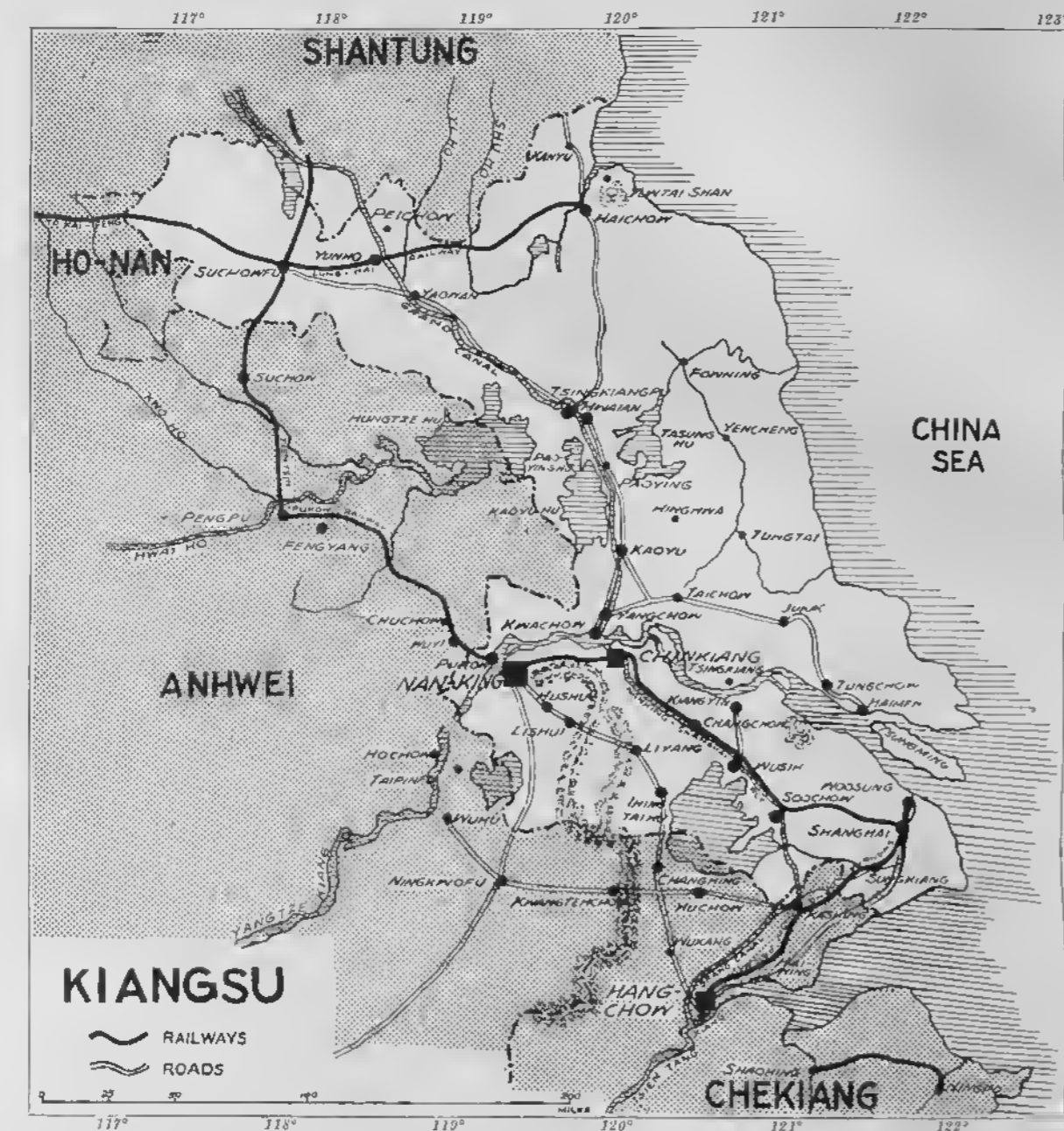
Climate.—The winter months are mild except in January and February, when strong winds, sleet and slight falls of snow often occur. The summer months are hot and damp, but thunderstorms clear the atmosphere after oppressive heat. Autumn is the best season. The heat in the north of Kiangsu is drier than that of the south.

Racial Types.—The natives are divided into two classes. The northerners are a rugged people generally recognisable by their prominent noses and eyes, which incidentally are not almond shaped. The southerners are a more peaceable and pastoral type than their northern brethren. Shanghai is populated by natives from all parts of China.

Language.—Written Chinese is the same all over China, but in no other Province are the dissimilarities in pronunciation (or dialects) so great. In the north of Kiangsu the Shantung dialect is common; in Nanking, near the Western boundary, a type of Mandarin is also used; in the south a mixture of Ningpo and Shanghai dialects; and in Shanghai the Shanghai dialect, distinct in itself, though at this great port every language throughout the Republic may be heard. A "dialect" in China, it may be remarked, is a language in itself; a Shanghai man, therefore, would find it difficult to make himself understood in the north, west, or south of his own Province. It is quite common to hear Chinese in Shanghai speaking in pidgin-English to one another, or using an interpreter who is familiar with both their dialects.

Cities

NANKING formerly Kiangningfu, is a walled city on the southern bank of the Yangtze-kang and supplanted Peking as the capital of the Chinese Republic in 1927. Its rise to fame started in 1368, when it became the Ming capital. In 1853 the city fell into the hands of the Taiping rebels, who held Nanking for ten years before they were driven out by the northern armies. General Gordon



took part in this campaign. In 1911 it was captured by the revolutionaries and again in 1913 by Chang Hsun in the second revolution. Foreign interest started with the capture of Nanking in 1842 by the British, and in 1858, under a French treaty, it was opened to foreign trade. Politically only the city is of importance, until recent years, which have seen large improvements in the streets of the city and the development of local industries. Its riverside wharfs have also undergone improvement and a ferry train steamer now links the Shanghai-Nanking Railway to the Tientsin-Pukow line. The railway connecting it to Shanghai was opened in 1909.

In 1928, Nanking was declared the Capital of China under Chiang Kai-shek, in command of the People's Revolutionary Army, who later advanced north and co-operated with Yen Hsi-shan in the overthrow of the Chang Tso-lin regime in Peking. Nanking, now the permanently established Capital, has since been developed by the construction of roads, and the establishment of Government

offices, schools and universities. The city has an aerodrome, an observatory, and a modern stadium. The tombs of the Ming Emperors lie to the west of the city, and adjoining them is the tomb of Sun Yat-sen. In 1933 the population exceeded half-a-million.

SHANGHAI. A description of this city appears on pages 53 and 54.

CHINKIANG on the southern bank of the Yangtze is 45 miles east of Nanking and very prettily situated, its harbour forming a half moon the outskirts of which are flanked by small islands giving a picturesque view from mid-stream



MAP OF CHINA SHOWING KIANGSU

of the Yangtze. It is a treaty port standing 150 miles from the mouth of the river and is also situated near the southern exit of the Grand Canal and near the entrance of its southern extension on to Hangchow. Although this position must have been of considerable importance in the days that the Grand Canal was open to traffic it can hardly be to-day, as the majority of the canal is now too silted to permit traffic to pass along it. The Shanghai-Nanking railway and the Tientsin-Pukow railway which form a junction at Nanking have also eliminated it as a junction centre. The former British Concession was banded back to the Chinese in 1929 and the electrical and waterwork plants have been since taken over by Chinese companies. As a commercial centre it is still of some importance and is the capital of Kiangsu Province.

SOOCHOW (WUHSIEN), stands twelve miles from the shores of the Tai-hu, on which it was situated, but since then the lake has silted up and receded. The Grand Canal passes through the city, and because of the numerous

canals in the neighbourhood it is sometimes called "The Venice of China." It was opened to foreign trade in 1896 and is an important silk manufacturing town. In the surrounding fertile district rice is grown.

The city was one of many which suffered severely during the Taiping rebellion. It was held by the rebels for three years before General Gordon recovered it at the same time striking the first effective blow against the rebels. To-day the city has recovered some of its past prosperity. A good carriage road has been built by the Government along the banks of the Grand Canal and two concrete bridges now replace the former wooden structures, known as Gordon's bridge and Chu Kung Bridge. Within the past three years an exhibition of domestic products was held with a view to promoting local industries. The city now boasts several of the Chinese modern banks, which have recently been established.

WUSIH, on the northern shores of the Tai-hu, is important as a cotton manufacturing and flour centre. Sericulture is practised in the district.

SUNGKIANG lies on the Whangpoo to the south of Shanghai. Its chief product is rice.

YANGCHOW (KIANGTU), to the north of Chinkiang and on the opposite side of the Yangtze to it, is an ancient city, which was once the capital of Emperor Yang-ti of the Sui Dynasty. It is an important salt centre and is in an agricultural district where wheat, reeds, sesame and red beans are grown.

TUNGCHOW (XANTUNG), on the northern bank of the Yangtze, is an industrial city.

SUCHOWFU (TUNGSHAN), in the north of the Province, is at the intersection of the Lung-Hai Railway and the Tientsin-Pukow railway. An aerodrome is situated here.

HAICHOW, another northern city of Kiangsu, is at the eastern terminus of the Lung-Hai Railway near to the coast. A modern port is now in process of construction.

Rivers

The Yangtze flows from the west through the Province into the sea. At the mouth lies the isle of Tsungming. The Whangpoo is an important river on which stands Shanghai. This waterway has to be constantly dredged. A rather remarkable feature of Kiangsu is its number of lakes. There are four large lakes, Hungtze-bu, Tasung-hu, Paoying-hu and Tai-hu, and innumerable smaller lakes.

Mountains

Most of the Province was formed by the silt brought down by the Yangtze and the Yellow River, which used to flow through the northern section of the Province. Therefore it is hardly surprising to find Kiangsu devoid of mountains, except for hilly country in the north and in the vicinity of Nanking.

COMMUNICATIONS

Roads

Kiangsu contains larger cities than any other province in the whole of China. Without exception all of these are in the southern section of Kiangsu, south of the Yangtze. Yet although the towns are not far away from each other little has been done to develop connecting highways. The chief reason perhaps being the network of canals that have been constructed throughout the southern portion of Kiangsu. Within recent years some attempt has been made to improve transport. Shanghai is now connected to Hangchow by motor road, which crosses the Tohangpu river at Mingkong and then passes through three or four small towns before crossing the Chekiang border. The road is good in dry weather but is apt to suffer after heavy rain. Shanghai is not yet joined to Nanking except by the round about route of going down to Hangchow and then turning northwestwards to Nanking. Projects have been discussed to link Shanghai to the capital city of China and it should not be long before these schemes are put into practice. Woosung is joined by motor road to Shanghai.

Railways

1. Shanghai-Woosung Railway.
 2. Nanking-Shanghai Railway.
 3. Tientsin-Pukow Railway.
- Pukow, opposite to Nanking on the Yangtze, is the southern terminus.
4. Lung-Hai Railway. This line runs from Tungkwan in Shensi to Haichow in the north of the Province.
 5. Shanghai-Hangchow Railway.

INDUSTRIES

Agriculture

The soil of Kiangsu is probably one of the richest to be found in any part of the world as it comprises of the silt brought down by China's two great rivers, the Yangtze and the Yellow River. As many as three crops a year can be produced. Beans of many varieties are grown and in the Nanking districts this is one of the principal crops. The Chinkiang areas also produce large quantities of the same crop. Cotton, which supplies the Shanghai mills, is mainly grown in the agricultural districts to the north of the Yangtze. However owing to the still primitive methods of production the farmers do not get the maximum return of the crop for the areas they put under cultivation nor is the cotton of a very high quality; and this means a large import of cotton from abroad to keep pace with the demand for cotton manufactured goods. Nanking, again, is the favourite area for the cultivation of groundnuts for which the chief port of export is Chinkiang. Sericulture is extensively practised in the southern portion of Kiangsu

around Wusih which has enjoyed the distinction of producing some of the whitest silk in China. Wheat is cultivated in the northern section of Kiangsu to a greater extent than the southern, though it is one of the favourite crops of the agricultural districts in the neighbourhood of Shanghai and is also cultivated to a small extent around Chinkiang. Yet another important production, hemp, is grown and thrives in the district to the south-west of Shanghai. The peasants around Shanghai itself grow vegetables of all kinds for the Shanghai markets, but unfortunately foreigners are rather shy of buying these products owing to the manuring methods employed by the natives. An interesting experiment has been made recently by foreigners who have purchased land close to Shanghai. Here European vegetables are raised and under foreign supervision excellent results have been obtained. The peasants have been very interested in the results and are reported to be taking a great interest in the manuring and cultivating methods employed in getting them.

Manufactures

Industrially, Kiangsu is one of the wealthiest provinces. The

principal Chinese manufactures include cotton, silk, shoes, canned goods, tobacco, matchboxes, oil, paper and leather.

Mining

Kiangsu is poorer than the average province of China in minerals. Coal is found but it is of an inferior type and the deposits are small. Large iron mines are thought to exist, but their value is unknown. Salt, mica and plumbago are found.

FOREIGN AFFAIRS

Representation

The following countries have Governmental representatives and their staffs at Shanghai:—America, Austria, Belgium, Brazil, Chile, Cuba, Czechoslovakia, Denmark, Finland, France, Germany, Great Britain, Italy, Japan, Netherlands, Norway, Portugal, Spain, Sweden and Switzerland.

The following countries have representatives at Nanking:—

America, Germany, Great Britain and Japan.

British consular representation at Chinkiang is administered by H.M. Consul at Nanking. Japan has a consul at Soochow.



SOOCHOW, THE VENICE OF CHINA

Kiangsu contains the estuaries of the mighty Yangtze and the old Yellow River. It is largely built up of the silt brought down by these two waterways, and is therefore flat, wonderfully fertile, and a maze of freshwater and tidal creeks. These creeks form natural communication and irrigation channels.

8.—PROVINCE OF ANHWEI

(The name is derived from two Prefectures, Anking and Hweichow)

PHYSICAL

Area.—54,826 square miles; Greece is 50,257 square miles.

Population.—20,198,840: 368 per square mile. (The density of the population of Italy is 359 per square mile.) The principal Roman Catholic mission centres are at Anking, Pengpu and Wuhu. Protestant mission centres number twenty in the Province.

Climate.—As Anhwei is an inland province, its climate is not greatly influenced by the sea and its winters and summers are colder and hotter than those of the adjacent Province of Kiangsu. The west central mountainous area is very cold in winter.

Racial Types.—The southern area of the province suffered greatly during the Taiping rebellion and has only recently been re-populated by an immigration of Hupeh and Honan people.

Language.—Mandarin is spoken and is somewhat similar to the northern dialect of Chihli (Hopeh). The Hweichow area has its own dialect, largely unintelligible to the rest of the province.

Cities

ANKING (HWAISING), to the north of the Yangtze, is the capital of the Province. Although it is a port of call for steamers it is more important as a political and military centre. A feature of the city noticed by travellers on the Yangtze is the beautiful pagoda, called by the Chinese the "King of Pagodas."

WUHU, situated on the south bank of the Yangtze, is the only treaty port and the largest commercial centre of the Province. The port was opened to foreign trade in 1877, under the terms of the Chefoo Convention. The town is well built and has its own foreign settlement, which is equipped with electricity. In addition to being the only treaty port of the Province, it is in a remarkably fertile area, where rice and tea are the principal crops. Rich mineral deposits of coal and copper are within easy communication with the city, but in spite of transport facilities to the port from the mines, little has been done to subsidize the various companies that have unsuccessfully tried to work them. Modern machinery would no doubt turn them into paying concerns.

HWEICHOW (SHHSIEN), in the southeastern corner of Anhwei, is a progressive city. From a period of stagnation following the Taiping rebellion, the city has gradually recovered. It is situated on the southern side of mountain ranges, and is cut off from the rest

of Anhwei. One of its oldest and famous industries is the manufacture of ink, which is in use all over China. Bamboos grow in the district and Keemun tea is cultivated here. Shrewd business men come from Hweichow City.

Shanghai is now connected by motor road with Hweichow, a run of approximately 300 miles, with Hangchow midway between the two cities. The wonderful scenic beauties in this part of Anhwei will be a revelation to the dweller in Treaty Ports. The Yellow Mountains (Huang Shan)

will become accessible, the jagged peaks of which rise 6,800 precipitous feet, and which have been the inspiration of so many Chinese artists. This road will also be an alternative route from Shanghai to Wuhu, whence the return trip may be made via Nanking and Huchow.



MAP OF CHINA SHOWING ANHWEI

FENGYANGFU (FENGYANG-HSIEN), south of the Hwai-ho, is a city of historical interest. It was the birthplace of Hungwu (A.D. 1368-1399), the first Emperor of the Ming Dynasty. A monument was erected by Hungwu, five miles to the south-west of the city to commemorate the burial place of his father.

Hungwu is merely the reigning title of the founder of the Ming Dynasty; his birth name was Chu Yuan-chang; he was born in 1328, started life as a Buddhist monk, and ascended the throne in 1368 after overthrowing the Mongol dynasty.

NINGKWOFU (SUANCHENG), south of Wuhu, is a progressive city, picturesquely situated in the centre of an area, productive both agriculturally and minerally, though its mineral possibilities have not been fully developed. Rice and timber are grown in the vicinity.

KWANGTEHCHOW (KWANG-TEHSIEN), to the south-east of the Province, is in a district renowned for its artistic beauty.

TATUNG, on the southern bank of the Yangtze, ranks next to Wuhu as a port. Tatung is an important salt-gabelle station. Near it is the Chiu Hua Shan, one of the four sacred Buddhist mountains of China and a place of pilgrimage for thousands of devotees. The patron divinity of the mountain is Ti Tsang Pusa, who releases tormented souls from purgatory. The old name of the mountain was Chiu Tzu Shan, the name signifying its nine rugged peaks. Its present name was given to it by a poet and means the nine flower hills. The oldest buildings on the mountain were destroyed during the Taiping Rebellion.

POCHOW (POHSIEN), in the north-west corner, is a large city, whose main industry is an export trade in hides.

PENGPU, on the Hwai River and the Tsin-Pu Railway, is an important centre of communications, with over 100,000 inhabitants, and has become the leading town of the northern portion of the province.

Rivers

The Yangtze is the main waterway of the province. Floods usually occur annually, but in 1931 the most disastrous inundation for many years took place. The Hwai-ho which is the main stream of the north has five large tributaries. This river is also liable to destructive floods. Hungtze-Hu and Chow-Hu are the two large lakes of the Province and both swarm with fish.

Mountains

The mountainous areas of Anhwei are south of the Yangtze and west central near the Hupeh border. The mountains south of the river are high and heavily wooded, especially those near Hweichow. The Keemun tea for which Anhwei is famous is grown on these hills—both north and south of the Yangtze.

Forests

The north and centre of Anhwei are scantily timbered, but the southern region is quite well off in forest land. Much is being done in afforestation by the provincial

government and in certain areas by private enterprise.

Fauna

The rivers and lakes teem with wild fowl especially in the winter and some of the best shooting along the Yangtze is to be had in this Province. Pheasants abound and several kinds of deer, while monkeys, wild boar and even tigers and leopards are found in the forests of Hweichow. Men wounded by the latter are frequently under treatment in Anking.

COMMUNICATIONS

Roads

The construction of roads is being pushed forward in spite of the unrest in the country and the business depression. Luchowfu in Central Anhwei is connected by a motor road with Pengpu, the bridge-head on the Tientsin-Pukow Railway, and also with Anking. Work is being done to link up the Anhwei system with that of Hupeh by roads leading from Anking to the north-west.

Wuhu is connected with Nanking by road. Government bus lines are in operation on all the completed roads.

Communication has been at last extended to Hweichow in Anhwei Province with the completion of the Hangchow-Hweichow road. The highway has been for some years under construction and was finally completed in December 1933, opening up beautiful scenery for the Shanghai motorist. The skill with which the road had been pushed through the mountainous country on the Chekiang-Anhwei border must be regarded as one of the engineering feats of road surveying work in China. It will

prove of immense value to the rich agricultural district of southern Anhwei which has previously had to rely on the now too navigable Siangan-kiang for an outlet for its agricultural produce.

Rivers

The Yangtze is navigable throughout its course. The Hwai-ho is also navigable and so are its larger tributaries. Junks can sail on both lakes.

Railway

The Tientsin-Pukow railway, entering at the north, travels in a south-easterly direction to Pukow.

INDUSTRIES

Agriculture

As the province has really three types of climate, so its agricultural products vary. In the north only wheat, beans, sorghum, and millet are grown; in the centre the same, but with tea and rice to a moderate extent; whilst in the south the latter two crops predominate. The best tea comes from Linauchow, in the centre, and is called Sung Lo (Pine Range) leaf. It is said that when the rice crop of Anhwei is good a sufficient quantity is obtained to last for five years. Every year there is a large export of this staple crop, though in 1931 the rice crop failed and the grain had to be imported to keep the inhabitants alive. Banditry has also affected the crop returns, as the peasant is afraid to wander far from his village into the fields in case he should be set upon and robbed. Poppy growing was at one time extensive but the latest reports show that the officials are determined to eradicate the production

of opium by imposing strict laws against poppy cultivation.

Manufactures

Indian ink is made in the city of Hweichow, paper is manufactured in all the southern towns. In Wuhu there are several rice factories and flour mills; this treaty port will probably be the industrial city of the future.

Mining

Financial and transport difficulties generally account for mines being neglected in China. Anhwei Province has only to overcome the former as transport in the south, where the larger mines are situated, is provided by the Yangtze. Coal and iron, two essential minerals of modern times, are found in the Province and if these mines were run on economical lines they would develop into profitable undertakings.

The coal mines of Ningkwofu are worked, but they are not so rich as they were thought to be, and richer coal deposits are believed to exist in other parts of the province, though no mineral survey has yet been carried out. In Southern Anhwei there are large iron beds, which once were mined by a joint Chinese and foreign syndicate, which obtained Imperial sanction and the consent of the Governor of the province, but provincial opposition was so strong that after a few months the mines had to be closed. Gold and silver used to be mined in the province. Lead and copper mines exist.

FOREIGN AFFAIRS

Representation

Japan has a consular representative resident at Wuhu; the consulate of Great Britain is under the jurisdiction of the consul-general at Nanking.



THE HANGCHOW-HWEICHOW ROAD

Where the road reaches the boundary of the two provinces, extremely hilly country is encountered. In order to make as slight gradients as possible, the road winds on its way down and out of the steep valleys. The scenery in this area is very picturesque.

9.—PROVINCE OF HUPEH

(Hupeh—"North of the Lake")

PHYSICAL

Area.—71,428 square miles; the area of the United Kingdom is 88,745 square miles.

Population.—28,616,576. The density of the population per square mile is 400; that of the United Kingdom is 504 per square mile. There are seven principal Roman Catholic and 22 Protestant mission centres.

Climate.—Snow and ice often occur in the cold winter months in Hupeh Province, while in summer high temperatures are always recorded in July and August. The climate of Hupeh is sometimes compared with that of Shanghai, which lies almost in the same latitude as Hankow, though the latter city is slightly further to the south. The difference in the climate of the two cities is, however, due to Hankow being an inland city while Shanghai is influenced by the sea breezes from the Pacific Ocean. Hankow is not so cold in winter as Shanghai. Low temperatures are recorded but the climate is not so raw as that of Shanghai. The summer months, on the other hand, are more trying in Hankow than in Shanghai. Shanghai in June is generally more humid than Hankow at its worst, but the

principal trying feature of the Hankow summers is the relatively slight difference between the day and night temperatures especially in July and August. Heavy rain does not often fall at Hankow during the summer.

Racial Types.—In the remoter districts of the Province where agriculture and fishing are the main pursuits, the inhabitants are a peaceful and quite contented race; but in the cities the Hupenese have a reputation of being the wildest and most difficult of people to deal with.

Language.—Mandarin is spoken.

Cities

WUCHANG, on the south bank of the Yangtze, is the capital of the Province. The chief importance of the city is as an industrial centre. Cotton mills are established and a wireless station has been erected there. The city is also a historical and political centre, most of the provincial government offices being at Wuchang.

HANKOW lies at the confluence of the Han River with the Yangtze. A regular steamer service is maintained between this port and Shanghai. Hankow is the principal port of the Yangtze and in the central position of all the provinces of China. It is a treaty

port opened to foreign trade in 1862 and from that date it rapidly developed as an importing and exporting centre for the interior of China. The manufacture of brick tea originally brought Hankow into prominence as a trading centre, but lately the decline of the tea trade, arising partly from the economic plight of Russia, which used to be the principal customer, and partly from Britain's preferential tariffs in favour of Ceylon, may be put down as one of the reasons for the falling off of trade in general at Hankow. There is a large foreign community resident at Hankow and the majority of the larger business houses of Shanghai, banks and shipping lines have their branches and agencies established at the port. The Hankow Bund is renowned, and is one of the finest in the Far East. Produce of the Han valley



MAP OF CHINA SHOWING HUPEH

is exported by this port. Flour and cotton mills are established; there are some large cotton packing establishments. Hankow is essentially the trading port of the Province and Wuchang the industrial city.

SHASI, on the northern bank of the Yangtze, is higher up stream than Hankow. The port first came into prominence during the Tang Dynasty, and was opened to foreign trade in 1896. There are many canals in the surrounding country where cotton is the main production. A cotton mill has recently been completed at Shasi and is operating with considerable success. Rice is an important crop in the district.

ICHANG lies at the commencement of the rapids and gorges of the Yangtze. It is a treaty port, which was first opened to foreign trade in 1877. Cargo proceeding higher up the river than Ichang has to be transferred to a smaller type of boat. This is in the case of native craft only as the steamers on the Yangtze run are specially built to mount the river as high as Chungking. There is an aerodrome at Ichang.

HANYANG is on the south-western side of the confluence of the Han River with the Yangtze. The three cities, Hankow, Wu-

chang and Hanyang are often classified under the one heading of the "Wuhan Cities." An arsenal is established at Hanyang, and its chief industry used to be iron and steel smelting, but this has now been discontinued owing to bad times. There are a few oil mills, which include one or two modern ones.

SIANGYANGFU, on the upper reaches of the Han River, is an important trading centre with Honan and Shensi Provinces.

FANCHENG, on the opposite side of the Han River to Siangyangfu, is a busy commercial city.

Rivers

The Yangtze flows from west to east through the southern section of Hupeh, where it connects with all the lakes on both sides of its banks and nearly doubles its volume of water. The Yangtze floods that occurred in 1931 were the worst experienced for many years. Hankow City was one of the principal sufferers from these inundations, which completely flooded it. All trade was paralysed from June to September and all travelling in the city had to be done in sampans; thousands were rendered homeless.

The Han River rises in the south-east of Shensi, between the Fuh-ni-shan and Tapa Ling, and drains the southern portion and nearly the whole of Central Hupeh in its south-easterly course to its confluence with the Yangtze at Wuchang. This river cuts a winding course through the plains and it has been known to have very rapid rises.

Mountains

The west and north of the district is mountainous and thinly populated compared with the remainder of the Province. These regions are also difficult of access. In the south-east and north-east there are ranges along the frontier of the Province, while the eastern Kun Lun spurs occupy a large area of Hupeh and rise to a height of 11,000 feet.

Fauna and Flora

The western portion of the province is rich in game. In the eastern portion the numerous lakes adjoining the Yangtze are rich in wild fowl. The flora of the mountains west of the Han River is the richest and most remarkable in the world. It is said to include more than 5,000 species, comprising plants of semi-tropical, temperate and Alpine regions.

Forests

The western district to the north of Ichang is thickly wooded, and lime, silver birch, fir, beech, spruce and oak are the commoner trees found growing. Around Ichang itself the tall tree predominates. To the west of Ichang and south of the Yangtze there are areas of varnish and tung-oil trees, though the principal area of the latter is

the delta of the Yangtze and Han Rivers and to the north-west of Hankow.

COMMUNICATIONS

Roads

In the past, water supplied this Province with an adequate means of communication and until recent years no trouble was taken to make roads, those in existence being tracks worn by man and beast through countless ages. Road communication is now being recognized as an essential part of the development of any province, and at the present time there is an extensive road building scheme, which is being carried out. There are now quite a number of roads to all parts of the Province, the only trouble with them is that they are not linked up adequately with one another and it is still impossible to move about the Province freely. However this difficulty should soon be eradicated.

The chief motor roads are:—

- Yunyang-Siangyangfu-Shasi, 300 miles
- Hankow-Ichang, 250 miles.
- Siangyangfu-Teian-Huayuan, 200 miles.
- Laohokow-Pingli (Shensi), 200 miles.

Rivers

The Yangtze is the highway for all traffic passing through the Province. Up to Hankow the river is navigable for almost any type of steamer. There is a rise and fall of 45 feet between high and low water at Hankow. Large ocean steamers go up to Hankow in the summer and during this season they can load to any depth they please. In the winter, however, in the low water season, a draught of 12 feet is not always possible. Between Hankow and Ichang the lower river ships are able to ply in the high water season, but winter navigation is very difficult and is carried on primarily by the shallow draught small steamers built especially for the trade. The Han River is of some importance as a trade route though only small craft is able to use it. The Tau-kiang and the Pe-ho are only navigable for small native craft. Hupeh means "North of the Lake," the lake in question being the Tungting Lake in the north-east of Hunan Province, which lies on the southern boundary of Hupeh.

Railways

1. Peking-Hankow Railway. The line terminates at Hankow after a run of 755 miles. The time taken for the journey is 46 hours.
2. Canton-Hankow Railway. This line has not yet been completed and only runs as far south as Chuchow in Hunan.
3. Tayeh-Hwangshihkang Railway.

Air Routes

There is a daily air-mail from Shanghai to Hankow.

INDUSTRIES

Agriculture

The soil of the Province is fertile except in the mountainous areas. The richest soil is in the valley which is extensively cultivated, and not only is it employed for crop production but its pasture land is used for cattle rearing. Cotton, tung-oil, barley, wheat, beans, millet, peas, potatoes, rice, sesame, groundnuts, buckwheat, tea and tobacco are the different crops grown in the district. Hog bristles and hides of the cow and water buffalo form one of the important exporting trades of the Province.

Manufactures

The egg industry has now risen to a premier position in the Hankow district. Tung-oil has also witnessed great progress and meat is exported in ever-increasing quantities since the existence of cold storage. Paper is an old industry of the province and the machinery in these mills has now been replaced with modern gear. Cotton mills are of great importance. There are many other

important industries, which include the manufacture of matches, soap, cigarettes and woollen goods.

Mining

The important mineral of this Province is iron, the mines of which are situated at Tayeh. Coal mines are situated close to the iron mines. Some of the best coal of Hupeh comes from the district north of Siangki. Antimony is found but the mines are only worked on a small scale. Copper is another mineral of Hupeh, but lack of water in the mining vicinity hampers the output. Gold washing is an old industry of Shasi and Ichang and high prices have been realised for this precious metal.

FOREIGN AFFAIRS

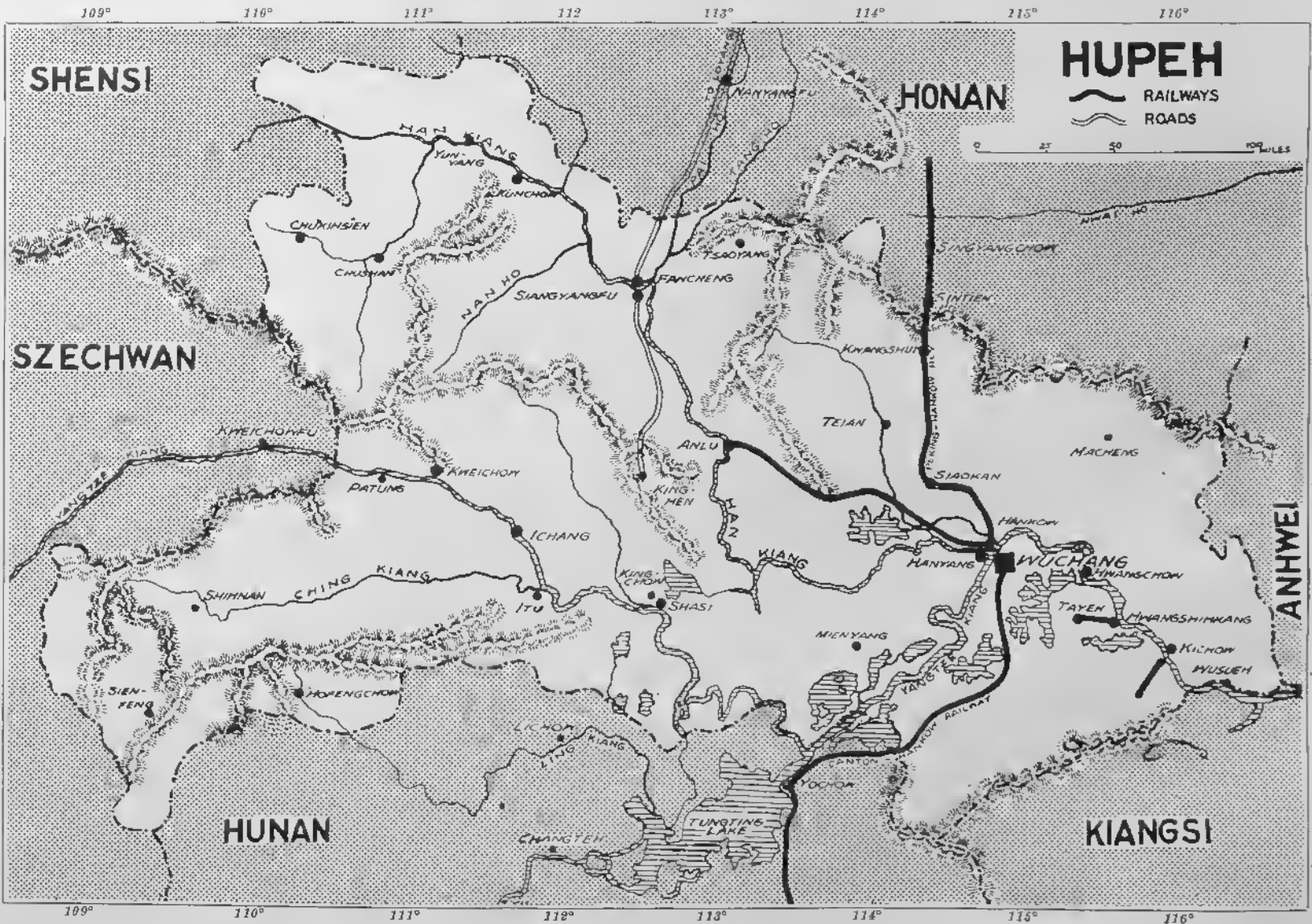
Representation

Consulates of the following countries are established at Hankow:—

America, Belgium, Denmark, Finland, France, Germany, Great Britain, Italy, Japan, Netherlands, Norway, Portugal and Sweden.

The three consulates of France, Great Britain and Japan are established at Ichang.

The British consulate of Shasi is under the jurisdiction of the British consulate at Ichang.



THE EVERLASTING MEMORIAL

From Kiukiang to the beginning of the Gorges the Yangtze flows through Hupeh. At Wuchang the marble tomb of a Prince of the Yuan Dynasty is a landmark on the southern bank of the river. Hanyang, adjoining Hankow, is seen on the further bank.

10.—PROVINCE OF SZECHWAN

(Szechwan=Four Streams)

PHYSICAL

Area.—166,000 square miles. Szechwan used to be a much larger province and covered 218,533 square miles, but now all the country known as Eastern Tibet or Kham has been embraced in the new province of Sikang. Its present area is about double the size of the United Kingdom.

Population.—There has been no official census of the population of Szechwan since the area of the province was cut down; it has, however, been estimated at 48,000,000, making a density of 289 per square mile. The density of the population in the United Kingdom is 504 per square mile. According to the China Hong List there are 61 Protestant mission centres but this includes Sikang, the western neighbour of Szechwan. Seven main Roman Catholic mission centres are established at Chengtu, Chungking, Ningyuan, Shunking, Suifu, Wanhsien and Yachow.

Climate.—The summer months are hot and oppressive and the atmosphere is very humid. The most trying area is that around the Yangtze. In the higher lands to the west and north a more temperate climate is experienced, though on the plains of the eastern plateau the temperature often rises to over 100 degrees in the summer. In the spring and autumn in the Yangtze area rapid changes of temperature bring misty weather, and in the autumn and winter the sun seldom pierces through the haze. Foggy weather is frequent in the eastern plateau during the winter, while in the mountains to the west and north low temperatures are often recorded.

Racial Types.—Chinese are found in all the large towns and in the agricultural areas, but there is also quite a large population of aboriginal tribes especially in the remoter districts. The large tribes are the Lolo, Jarong Miao, and Chiang.

Language.—Western Mandarin and tribal dialects are spoken.

Cities

CHENG TU, the capital of the province, is in a fertile plain, where rice, silk, china grass (ramie), groundnuts, tobacco and opium are the principal crops. The Chengtu Plain is well irrigated; the system employed is said to be 2,000 years old. In the south-west section of the city stands the old palace quarter, where the Emperors of the Minor Han Dynasty resided. The palace walls are now in ruins and there is little left, to remind one of the historical past of the city. Its reputation

as the home of literary men and statesmen is due to Chu-ko Liang and Tu Tzu-mei; the former was a statesman who assisted Sin Pi in the restoration of the Han Dynasty, the latter was a patriotic poet of the eighth century. In Chengtu are the residential quarters of the Governor of the province.

CHUNGKING (PAHSIEN) lies at the confluence of the Kialing River and the Yangtze, 1,400 miles from Shanghai. The port was opened to foreign trade in March, 1891. It is a large commercial city, now the most important trade emporium of Western China; its first rise to importance was as a salt exporting port. Besides serving as the exporting port for Szechwan province it is also used for exporting goods via the provinces of Kweichow, Tsinghai and southern Kansu. The city is surrounded by a hundred foot wall. The junk traffic that passes through

the port is enormous, as Chungking is the entrepôt for junks coming from inner Szechwan and from the adjoining provinces of Hupeh, Hunan, Yunnan, and Kweichow. Part of the city is now electrified and in 1931 and 32 a magnificent reservoir was constructed carrying water to different parts of the town. Chungking is thus the first city in West China to have its own water system. Flour mills are established in the city and there are several



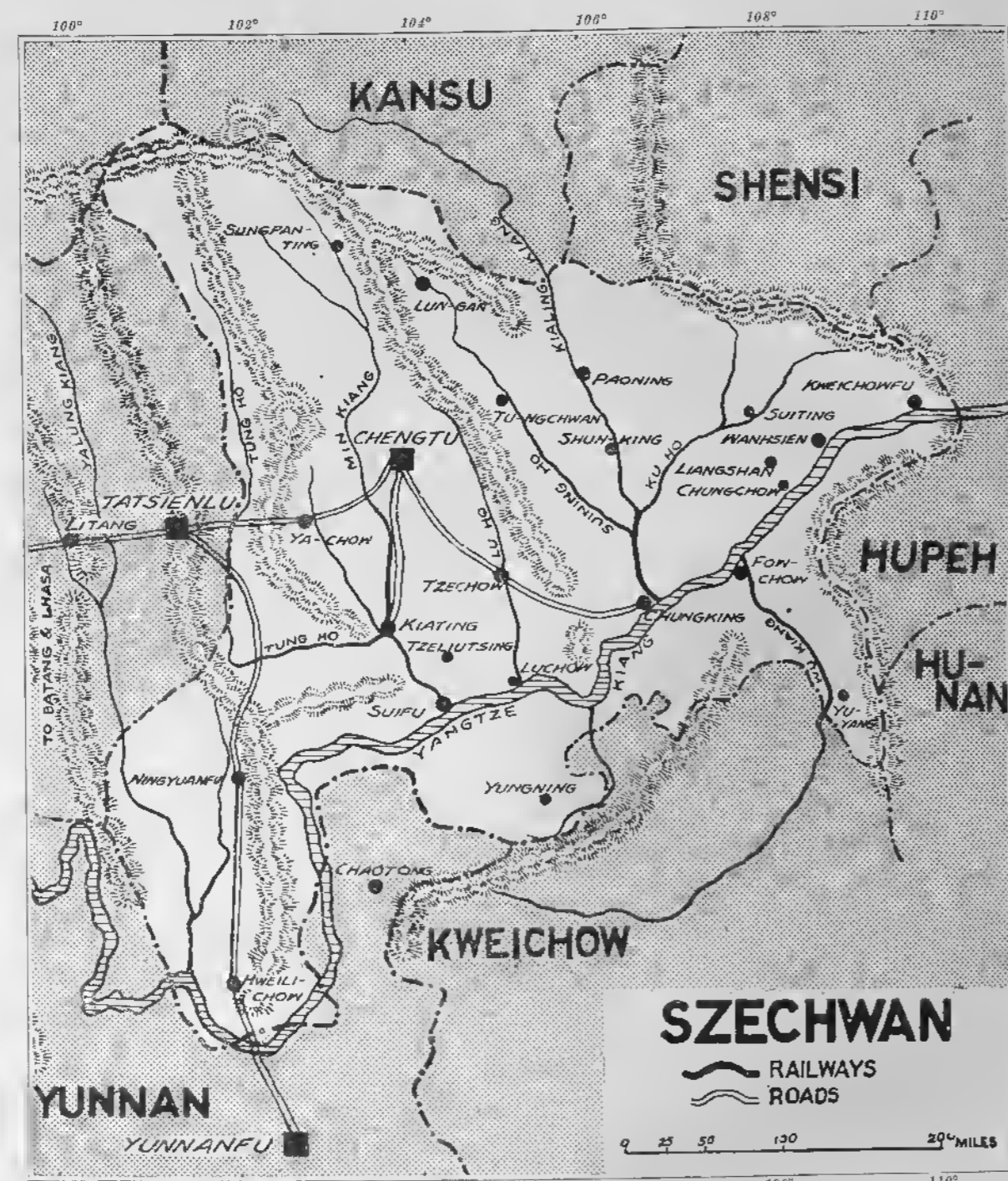
MAP OF CHINA SHOWING SZECHWAN

other local industries. There is a difference of 100 feet between the average maximum and minimum levels of the Yangtze at this city.

SUIFU (IPIN) is a port of the Yangtze and lies at the junction of the Min-ho with the Great River. The city is practically at the terminus of steamer navigation on the Yangtze. The approximate distance from the port to the mouth of the Yangtze is 2,000 miles.

WANHSIEN on the left bank of the Yangtze and some miles further down the river than Chungking, is a treaty port with an aerodrome.

NINGYUANFU in the south-west of the province, lies on the Yunnan-Szechwan road. The city is the most important one of the south-western district and is situated in a fertile valley irrigated by the Yalung River. Excellent fruit is grown, and Ningyuanfu is the centre for the wax trade.



KWEICHOWFU (FENKIEH) lies on the left bank of the Yangtze and is thirty miles west of the Hupeh border. It is a walled town and occupies a strong defensive position. The city lies at the upper and more difficult part of the Yangtze gorges.

TZELIUTSING to the north of Suifu, is the great salt-producing city. There are numerous wells in the vicinity of the city which have taken from one to three generations to sink. The wells are generally sunk by primitive methods to a depth of 1,000 to 3,000 feet. Natural gas is also given off by these wells, but it is not considered to be of any great value. Large numbers of water buffaloes are employed lifting the salt buckets at the wells. There are also numerous salt wells at Nihmachi, ten miles below Kiating.

Rivers

The Yangtze is the principal river of the province. Proceeding up-stream boats enter Szechwan thirty miles from the town of Kweichow; sailing westward the rapids Miao-chi-tsz and Tung-yang-tsz are passed before Yunyang, a small town between Kweichow and Wanhsien, is reached. The channel causes difficult navigation at this point, especially in winter when the water is low, as it is full of shallows and hidden rocks. All through Szechwan difficulties are encountered on the river, and a mistake in navigation often leads to destruction. The province is traversed from north to south by a very large number of streams all draining into the Yangtze. Of these the Yalung Kiang, Min Kiang, Ch'ung Kiang (Lu Ho), Kialing Kiang from the north, and the Hung Kiang, and Wu Kiang from the south are the chief tributaries.

Mountains

Szechwan is a mountainous and hilly province. The higher ranges, are located to the west of the Min River. These ranges, from 16,000 to 24,500 feet in height, run from north to south and carry on in succession through Sikang province to Tibet. The east of Szechwan is hilly and mountainous but in no case do the peaks reach such a great height as they do in the west. The ranges on the northern border and in the south are of no great height. One of the four sacred Buddhist mountains, Omei-shan, lies to the west of Kiating city. The height of the mountain is 10,400 feet and the patron deity of it is Pu Hsien, who is said to have appeared on Omei-shan riding an elephant. A bronze of the deity on the elephant has been erected on the mountain. Other wonders of Omei-shan are lacquered mummies of three holy men and a tooth of Buddha twelve inches long. One of the great features of the summit is a Broken Spectre under the name of "Buddha's Glory"; suicide

cliff is the name given to a precipice on the mountain.

Forests

Szechwan is fairly well off in timber in certain districts. The southern mountain ranges are covered. West of the capital there are good forest areas. The principal trees found in this province are yews, mulberry trees, conifers, *nan muh* trees, banyans, tung oil trees, oaks, rhododendrons and numerous varieties of the bamboo. Tallow, varnish, soap and wax trees are among the more valuable trees.

Fauna

The province is rich in fauna especially in the unsettled parts of the country. Antelope, deer, black and brown bear, yak, goral, takin, hoar, fox, monkeys, and musk deer are among the commoner game. In the mountains sheep, goats, and yak are abundantly reared, and on the plateau buffaloes and a small, but hardy, breed of ponies. There is also an abundance of bird life, which includes several varieties of pheasant, heron, grebe, mallard, and parrots.

Flora

The western part of Szechwan, that is, the country west of the Min River, is considered by botanists to be one of the richest in wild and unknown flowers in any part of Central Asia. Beginning at Omei and travelling west to Hiskang many rare and beautiful primula have been discovered.

COMMUNICATIONS

Roads

The majority of the roads of Szechwan are paved with flagstones and naturally are not suitable for motor traffic. They are, however, excellent for transport by man and pack-animals, especially in rainy weather. The upkeep of these roads has received much attention and they are usually in good repair and stout bridges have been constructed over the various rivers to be crossed. The main stone road connects Peking with Chengtu and runs on to Tibet; another connects Yunnanfu. The following are the main motor routes (completed or under construction):—

1. Chengtu—Chungking, 300 miles.
2. Chengtu to Yachow, (Ya-an) 100 miles.
3. Chengtu—Kiating—Suifu, 200 miles.
4. Chengtu—Tzeliutsing, 200 miles.
5. Chengtu—Suining, 100 miles.
6. Chengtu—Tungchwan—Paoning, 175 miles.

Rivers

The Yangtze is the large arterial road of the province and in spite of the difficult and dangerous gorges regular steamer traffic is maintained on the

river. Suifu is open to steamer traffic throughout the year, but Kiating can only be reached during the high-water months of the summer. Junks are towed up stream by gangs of coolies. The Min-ho and Kialing-kiang are the two main navigable tributaries of the Yangtze, but there are also others. The Shanghai-Chungking return trip can be made in approximately seven or eight days.

Air Routes

Planes leave Shanghai via Nanking, Anking, Kiukiang, Hankow, Shasi, Ichang and Wanhsien and arrive at Chungking on the following day.

INDUSTRIES

Agriculture

The soil is exceptionally fertile and it is the boast of this province that any crop grown in China can be raised with success. The ancient and successful irrigation of the Chengtu plains brings good crop returns. Rice the staple food of the natives is cultivated; silk is an important production and schools have been established to encourage the industry. Opium is still a widely cultivated crop in spite of all reports to the contrary. Sugar is extensively grown; and though it cannot be classified as one of China's large tea-producing provinces, tea is grown and there is a considerable trade in it with Tibet. Wheat is an important crop and ramie, hemp, wax, sweet potatoes, maize, tobacco, indigo, shellac varnish, and oranges are also produced.

There is also a considerable export of medicinal herbs from the western part of the province.

Manufactures

Silk reeling and weaving, cotton-cloth weaving, paper-making and the production of salt by evaporation are the principal industries. Silk has made large strides in recent years, and filatures are established in various cities. Native cloth-weaving looms are a common sight. Leather tanning, glass, soap and match factories flourish.

Mining

The Province is rich in minerals, notably around the city of Yachow and along the Chien-chang valley, the main highway between Szechwan and Yunnan. With the exception of salt little is known of its mining possibilities. Salt is found in three places, Tzeliutsing, Kiatingfu, and Paoning. Coal sufficient for provincial consumption is produced, the largest mines being in the west. Gold, silver, copper, iron, lead, antimony, mica, jade, gypsum, and saltpetre are minerals which exist though none of them is extensively mined. Petroleum has also been discovered in the province.

FOREIGN AFFAIRS

Representation

The following countries have consular representatives established at Chungking:— America, France, Germany and Great Britain.



THE YANGTZE GORGES

One of the scenic wonders of the world, the Gorges, attracts visitors from the ends of the earth. The Yangtze is Szechwan's only outlet to the east, more than a thousand miles from the Provincial border. The rise and fall of the river frequently exceeds a hundred feet.

11.—PROVINCE OF CHEKIANG

(Chekiang signifies the river Chientang)

PHYSICAL

Area.—36,680 square miles; this is the smallest of China's provinces and is slightly larger than Ireland, the area of which is 32,586 square miles.

Population.—24,139,766; (density 657 per square mile; that of Ireland is 135 per square mile and that of Belgium is 693 per square mile). Roman Catholic mission centres are established throughout Chokiang; there are twenty-seven Protestant mission centres in the Province.

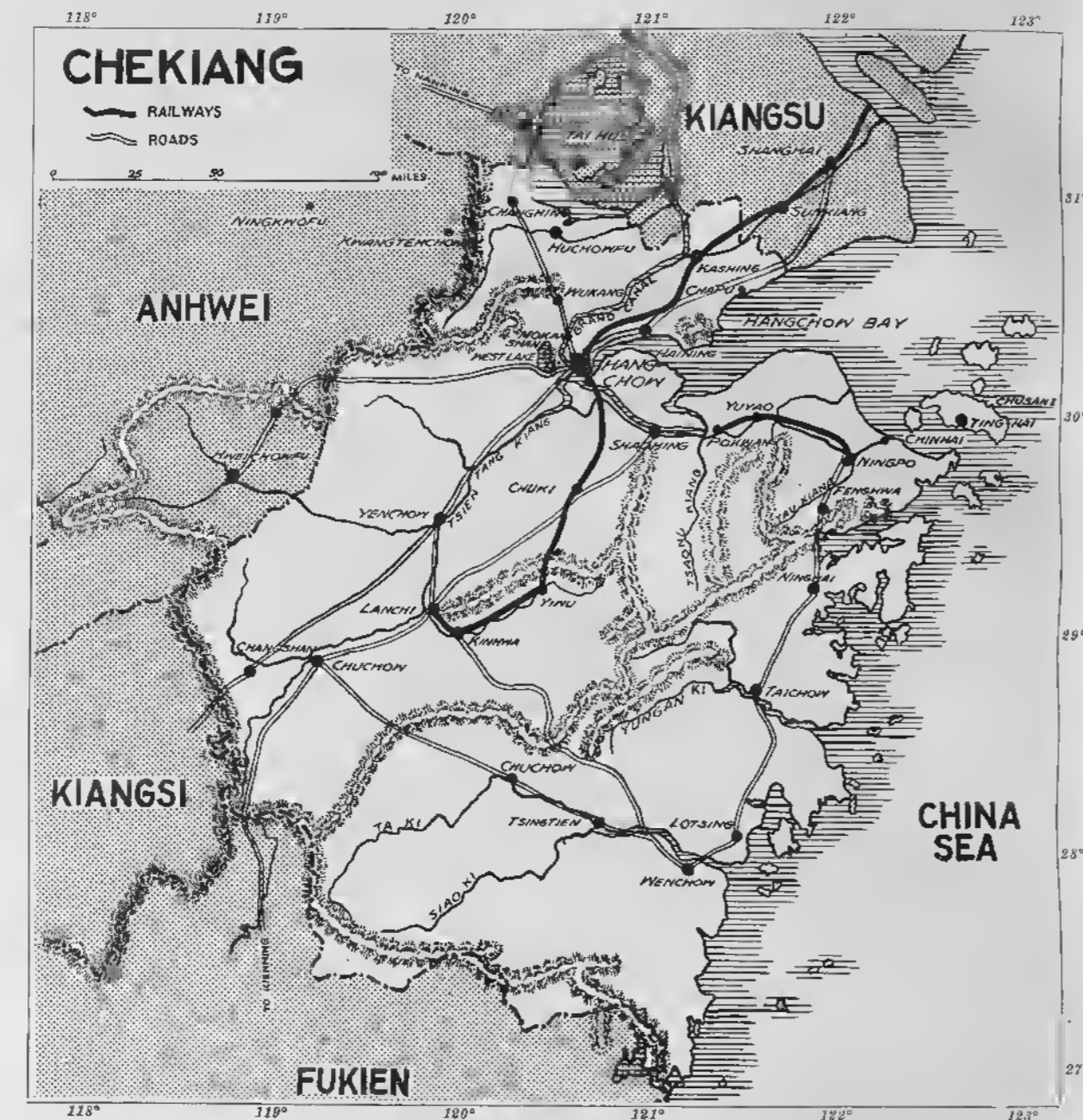
Climate.—The south of the Province is semi-tropical; further north the climate is milder and similar to that of Shanghai. In winter the north is cold.

Racial Types.—The natives are enterprising and make good sailors.

Language.—A form of Mandarin is spoken.

Cities

HANGCHOW (HANHSIEN) is the capital of the Province. It is situated on the left bank of the Chientang and at the southern terminus of the Grand Canal. Unfortunately the mouth of the Chientang is impassable to steamers owing to the existence of sand bars and a bore that sweeps up the river and makes navigation unsafe as far as the city. The city is said to have been founded in A.D. 606, though reference to it in annals dates back to B. C. 2198. It first became famous as a capital in the 12th century under the southern Sung Dynasty. Marco Polo visited the city in the 13th century and describes it under the name of Kinsay; the image of Marco Polo is still to be seen in the picturesque Ling-yin Buddhist Monastery. The city is a great centre for Buddhism and many fine temples are situated in it. Hangchow was opened to foreign trade in 1895, after the signing of the Shimonoseki Treaty. The reputation that the city had of being one of the finest in China was marred by unnecessary destruction during the Taiping Rebellion, but since then the prosperity of the city has gradually been built up, especially when the Shanghai-Hangchow Railway was completed. The city is now a manufacturing centre, its industries include silk crepe and gauze weaving; while fan making is another important industry. Scissors and tin-foil are turned out in large quantities. Coarse paper manufacturing is one of the old retained industries and with this paper and tin-foil, joss money is made. It is also largely used in the manufacture of fireworks. The Foreign Settlement extends for half a mile along the eastern bank of the Grand Canal, and is four miles from the nearest point of



the city wall. The surrounding district is rich in agriculture; rice and silk of good quality are two of the principal products. An aerodrome is in the city and a launch service is maintained on the upper reaches of the river and along the many connecting canals. Hangchow is one of the most modern and beautiful of China's many cities. All its streets are macadamised and lit by electricity. By the Administration Buildings and in the vicinity of the West Lake the roads have been made exceptionally wide and do credit to the forethought of the provincial authorities. Much is being done to Hangchow to improve it as a tourist centre; many of its fine old temples which formerly were only attended to by the priests inhabiting the buildings have now been taken over by the provincial government and are undergoing repair where necessary. Books always refer to the past glories of this fine city but to-day it is well kept and cleanliness itself, a city of which Chekiang and China may well be proud.

NINGPO (NINGHSIEN) to the east of Hangchow, is situated at

the confluence of the rivers Yung, Fenghua and Yuyao and is some twelve miles from the sea. Daily steamers leave the port for Shanghai. It is a treaty port, one of the first five of China, and was opened to foreign trade in 1842, by the British Treaty of Nanking. It is believed that the port was visited by the Portuguese in the neighbourhood of 1517; by 1533 a flourishing colony was established called Liampo, which was probably a suburb of Ningpo. In 1545, owing to the aggressive behaviour of the colonists, Liampo was attacked by the Emperor's orders, and twelve thousand Christ-



MAP OF CHINA SHOWING CHEKIANG

ians were massacred including eight hundred Portuguese. After this event the inhabitants were shy of further foreign penetration and attempts by the East India Company to open trade in 1701 and again in 1736 did not meet with much success. Things did not improve during the latter year and, in 1737, foreigners, with the exception of the Russians, were forbidden all trading rights, and the representatives of the East India Company were forced to leave the city. In 1840 the port was blockaded by the British and in the following year the city was peacefully entered. The restrictions imposed by the Chinese Government on Ningpo probably lost the city much trade, which was diverted to Shanghai, and the subsequent raising of these restrictions came at too late a date for the port to compete against Shanghai, which is only 134 miles to the north. The main agricultural crops grown in the surrounding fertile district are tea, rice and cotton. Its industries are the manufacture of straw hats and mats, wood-carving, textiles and salt. There is also a remunerative fishing trade.

WENCHOW (YUNGKIA) a treaty port in the south of the Province, was opened to foreign trade in 1877, but its trade has not developed to the extent that was anticipated. The adjacent district is productive, and rice, tea and rape seed are important crops which are mainly exported to Shanghai. A fine flavoured orange is grown in the district. Parasols are manufactured in the city.

TAICHOW (LINHAI) is not far from the sea coast. Many fine orchards have been cultivated in the neighbourhood of the city. The peaches from this district are known for their quality.

TINGHAI is situated on the largest island of the Chusan archipelago, of which it is the capital. In 1700 the East India Company established a factory at the city, and in 1703 a mission was sent to Tinghai by this Company to report on the possibilities of opening up a trading station, but the expedition was only met by strong opposition from the Cantonese authorities. Chusan has many times been in the hands of the British and was captured in 1840, 1842 and 1860. Mount Pto-shan is an island to the east of the main island on which Tinghai is situated. The island is called Pootoo and the mountain first became famous in A.D. 847 when a Buddhist ascetic from India, who was worshipping Kuan Yin in the Chaoyin cave, beheld a vision of the goddess. At present there are nearly one hundred monasteries and temples on the island, besides a pagoda and sacred rocks, with over one thousand monks living there.

SHAOHING to the east of Hangchow, lies on a canal connecting the city to the capital. Recently many desired reforms have taken place within the city. Rice is an important crop to this city, where the best samshu of China is manufactured.

KASHING in the north-east lies on the Shanghai-Hangchow Railway. It is situated in a large silk producing district.

HUCHOW (WUANG) a northern town, lies to the south-west of Tai-Hu. There are many canals in this district which is primarily occupied in the silk industry.

NANZING a wealthy town not far from Huchow, exports sheep and oxen to Shanghai.

KINHWA in the interior of the Province, exports hams which have acquired a great reputation.

HAINING on the north of Hangchow Bay, is the place from which the bore or tidal wave on the Chientang-kiang is usually seen.

Rivers

The Chientang-kiang, rising in the Tayuling mountains, flows across the Province from south-west to the north-east, through picturesque country and empties its waters into Hangchow Bay.

Two rivers flowing from east to west are the Yungan river and the Wu-kiang. On the northern bank of the former is the city of Taichow, while Wenchow lies on the latter.

Mountains

The south and west is mountainous, and is noted for some of the most beautiful scenery in China. Its granite crags, valleys and waterfalls have been the inspiration of many artists and poets. The rest of the Province consists of wooded hills and fertile valleys.

Forests

The western part of Chekiang is clothed to some extent with timber. West and south-west of Hangchow are extensive bamboo forests. The common trees found in the west are fir, oak, chestnut, camphor and maple. A small acreage of tung-oil trees are grown to the north-west of Wenchow. In the autumn the red blaze of the tallow tree draws visitors from far and near.

COMMUNICATIONS

Roads

Chekiang similar to its northern Province, Kiangsu, has had all its important cities connected by natural and artificial waterways for many centuries. It is only during the last few years that steps have been taken to provide highways throughout the province. Chekiang, in fact, has gone well ahead in road construction and is now the foremost of China's provinces in road mileage. Not only has road work been pushed ahead with all speed but the roads are also being constructed by experts. For instance on the Shanghai-Hangchow highway there is little need for the boundary mark between the two provinces as the difference of the quality and upkeep of the Chekiang section is far superior to that of Kiangsu Province. Another link between Chekiang and Kiangsu is formed by the Hangchow-Nanking road. A more recent development has been the completion of the Hangchow-Hweichow highway, said to be one of the finest roadways in all China. The road provides a link with Anhwei Province and also opens up the beautiful scenery of northern Chekiang to the Shanghai motorist. Hangchow is also connected by road to Kiangsu and Fukien Provinces. The Province in short is rapidly developing into the motorist's paradise. The following are the main motor routes of Chekiang:—

Hangchow-Shanghai, 143 miles
Hangchow-Nanking,
Hangchow-Hweichow 142 miles

The road from Hangchow to Ningpo is already under construction and can be used by motorists for 40 miles in an eastward direction.

Rivers

The Chientang-kiang is navigable above Hangchow only for native craft and small steamers. Steamers are able to reach Ningpo. The whole of the northern section of Chekiang is a network of lakes, small creeks and canals along which native boats are able to proceed.

Railways

1. Shanghai-Hangchow Railway. This line will eventually be extended to Ningpo. At present the line from Ningpo has been built as far as Pokwan and there is still about 45 miles to be laid down, before the track is completed to Hangchow.

2. From Hangchow there is a line running down to Kihwa and Lauchi.

It is proposed to construct a line from Kashing, which lies in the north on the Shanghai-Hangchow Railway, to Wuhn, the port of Anhwei Province.

Hangchow-Kiangshan Railway to be extended eventually into Kiangsi Province. Travels via Kihwa and eventually extends down to Juchow.

Air Routes

Wenchow is a port of call on the Shanghai-Canton weekly air service.

INDUSTRIES

Agriculture

The fertile districts of Chekiang are the flat lands to the north of and around the Chientang-kiang. Agriculture played a prominent part in the restoration of wealth of the Province after the devastation of the Taiping Rebellion. Hangchow and its immediate hinterland is wholly agricultural, rice being the chief crop of the farmer but only one crop can be raised a year. Tea is a crop that is extensively grown throughout the hilly regions, in the interior. However little attention is paid to improving the annual returns by adopting common sense precautions. The tea bushes are as often as not planted on sloping hill sides and yet nothing is done to prevent the wash of surface soil that must occur with each heavy rain. Terracing would cause an immediate remedy and result in the bushes yielding a far higher crop and as the tea grown does not cover vast areas these improvements would not be difficult to adapt. A good quality leaf is plucked in the Loocling area near the West Lake, the tea being famous having been sent up to Peking as Imperial tribute. The mulberry tree is another common sight in Chekiang Province, nearly every farmer having some trees growing on his land and even in the hilly districts the trees are planted in the small valleys found nestling at the foot of the hills. Cotton is chiefly grown in the Chientang valley, the sandy soil being particularly suitable for the crop. Some attempt has also been made to introduce it at Ningpo and though some dry years gave good returns, the crop was practically of no value in a wet year. The species of cotton introduced from America being of a variety which grows with its cotton pods upturned and in wet weather the crop is spoilt. Other crops cultivated are maize, sugar in certain favourable districts, hemp, vegetable tallow, rape, leaf tobacco and fruits of various varieties.

Manufactures

Silk reeling and weaving is one of the leading industries of the Province and is carried on at Hangchow, where the finished article is made. Cotton mills are also established at Hangchow. Brass and copper ware is manufactured at Kashing. Shaoching produces samshu.

Mining

Chekiang beneath its beautiful surface is believed to harbour rich mineral deposits but hardly anything has been done to verify the supposition. Coal and iron, the two most important minerals of the present age are known to exist and both are believed to be deposited in workable quantities. It would surely be of advantage to ascertain to what extent such minerals do exist especially now that the Province is being opened up with such excellent communications, affording a quick and short means of transport to the ready markets of Shanghai and Nanking, not to mention the other numerous cities of southern Kiangsu. Antimony has proved an attraction in the past several mining permits having been issued but all have come to nothing. The only two minerals that have been utilised to any extent are alum and soapstone. The former is mainly produced in Pingyang and south of Wenchow and at Chiki near the Fukien border. It is chiefly utilised in the dyeing and tanning trade. This mineral is exported by Wenchow which also exports the majority of soapstone found in the Tsinghien region. Soapstone forms one of the industries of Wenchow city. Silver, emery, lime and gypsum are also believed to be in existence and Ningpo has earned quite a reputation in the past as having deposits of silver and emery in its neighbourhood but all efforts to work the supposed mines have been met by stubborn resistance from the local inhabitants.

FOREIGN AFFAIRS

Representation

The Japanese Government have a consular representative resident at Hangchow. The British consulate of Ningpo is administered by the British Consul-General in Shanghai.

12.—PROVINCE OF FUKIEN

(The name is derived from the cities of Foochow and Kienningfu. A translation of Fukien is "Happy Establishment.")

PHYSICAL

Area.—46,322 square miles; the State of New York is 49,204 square miles.

Population.—14,329,594 (the density of the population is 309 per square mile; the density of the population of Palestine is a third of that of the Province. England's density is 742 per square mile). Protestant mission centres number thirty-two; there are many Roman Catholic centres as well.

Climate.—Fukien is one of China's southern provinces and on the whole the climate is sub-tropical. On the eastern coast the temperature rarely falls below 32 degrees, but in the mountainous north it can be very cold in winter. Foochow itself enjoys a temperate climate, except for the three summer months when the humidity is trying. In the south the rainy season is from February to June.

Racial Types.—The natives are independent and adventurous people; hardy fishermen and good sailors. Large numbers of them emigrate to Formosa, Singapore and the Pacific Islands.

Language.—Foochow, Amoy and Shao-wu are the principal dialects. Southern Mandarin is also spoken in some inland areas. The Foochow dialect is incomprehensible to those speaking only Mandarin, Shanghai, Ningpo or Canton dialects.

Cities

FOOCHOW (MINHOW) in the north, is the capital of the Province. The city is a treaty port and stands on the Min-kiang 34 miles from its mouth. In 1830 the East India Company endeavored to open this port to foreign trade, but nothing was done till after the signing of the Treaty of Nanking in 1842. For many years strong opposition met all efforts to open up trade and there were several attacks on the city by the hostile inhabitants. Ten years later, however, the port quietened down and a steady trade commenced in tea, the commodity which attracted foreigners. Foochow was surrounded by a high wall but in recent years it was demolished to improve the roads. Steamers are unable to navigate the Min-kiang as far as the city itself but have to anchor at Pagoda Island some 10 miles down stream all cargo is transferred from the steamers to the city by lighters. The depth of the bar at Foochow is only some 10 feet at low water but at high it is 25 to 30 feet deep. It is then that steamers are able to mount to Pagoda Island. Communication between Foochow, Santuao, Hsinghua and other nearby coastal ports is regularly maintained by small steamers. Tea has been the only attraction of Foochow for the foreigner as the

country is not thickly populated in the hinterland and another disadvantage is its inaccessibility. There are however several local industries. Cheap laundry soap is manufactured and condensed milk made from buffalo milk finds a steady market in the city and the interior of the Province. A sugar mill is in operation and a government arsenal is established on Pagoda Island. Fishing is quiet a small but paying industry for the native, but the supply does not meet the demand. Oysters around Foochow cooked by the Chinese are a speciality. The crude native industries include the manufacture of paper, horn, comb and umbrellas. Foochow has long been noted for its lacquer work

of which much has been and still is, though not to such a great extent, exported. Saw mills are in operation. Fruit from the interior is now exported in increasing quantities. Salt is also produced in the surrounding district. Foochow is roughly halfway between Hongkong and Shanghai, some 465 miles from both ports and 172 from Amoy to the south.

AMOY (SZEMING) is a treaty port opened to foreign trade in 1842. Its position is 293 miles from Hongkong and 636 miles from Shanghai and it lies opposite to the Isle of Formosa. The city consists of two main parts (1) Amoy itself which is an island generally referred to as Amoy City; (2) the Foreign Concession on the

Island of Kulangsu. Both islands are separated from the mainland by a channel some three miles in width and they stand at the mouth of the river Liung Ko, the junction of which with the sea forming a large bay. Here the port has anchorage for a number of ships and is regarded as one of the finest natural harbours on the coast. The harbour is generally divided into two parts, the outer and inner, the former affords good holding ground for vessels only staying a few hours to unload cargo; while the latter is a safe inner anchorage for ships, which are able to lie within a short distance of the beach in perfect safety. The rise and fall of the tide is generally some fourteen to sixteen feet.

Agriculture has always supplied the chief products with which the port has had to deal. In fact it originally sprang to the forefront owing to the celebrated Amoy oolong tea grown in the interior and for which high prices and an ever ready market were always to be found. However by 1875 the tea trade was nearly dead owing to the adulteration of the leaf and the severe competition from tea grown in Formosa Island, the quality grown there being far superior. Even when the hinterland of Amoy stopped cultivating tea it still remained the main exporting port but this also was snatched away when the Japanese developed Keelung in Formosa. Now the tea trade is dead and all that is grown is for local consumption. It remains for the mineral deposits in the environs of the port to be exploited and then Amoy will again be a premier port of China. There are few industries in the city the manufacture of iron boilers for the manufacture of sugar being an old and still retained one. Fishing forms an important trade and salt manufacturing it still remunerative. There is an excellent building stone quarried in the vicinity of the port. Very good bird shooting is obtainable not far from the city.

SANTUAO, north of Foochow, lies on the east coast and is a treaty port voluntarily opened to foreign trade in 1899; the foreign settlement is on Santu Island and occupies the centre of the Santu Inlet. The harbour is above the average but its proximity to Foochow retards development. Its chief export is tea, which is sent down to Foochow. Agriculture is the livelihood of the people, and besides tea, wheat, beans, rice and sugar are cultivated.

KIENNINGFU (KIENOW) is an inland town in the northern section of the Province and is another of the large tea producing districts of Fukien.

YENPINGFU (NANPING) to the south of Kienningfu, lies at the junction of three rivers, which are all tributaries of the Min-kiang. Tea is the main crop.

CHUANCHOW (TSINKIANG) north of Amoy, is on the east coast. The port was visited by Marco Polo, who refers to it as Zayton. It is an old trading port, which had its best days when Kublai Khan sent his expeditions from the port to Java and Japan. Arabs also traded here, but now the trade of the port has given way to Amoy.

MAMOI, twenty-five miles from the mouth of the river Min, is a safe anchorage for steamers going to Foochow, which is nine miles further up stream.

CHANGCHOWFU (LUNGKI), twenty-four miles to the west of Amoy, is on the Kiung-kiang and is an important trading centre.

HINGHWA, on the east coast of Fukien between Foochow and Amoy, is an important centre and quite a large emigration port.

Harbours

From the northern province of Hopeh right down to Fukien embracing all the eastern Provinces of Shantung, Kiangsu and Chekiang, all have a large mileage of sea-coast yet none of them bar Shantung possesses any sea coastal ports. All however have ports situated a little way inland on the banks of rivers. Fukien again makes an exception with the sea-port of Amoy, said to be one of the finest on all the China coast. Santuao is also situated on the sea coast.

Rivers

The largest and most important river of Fukien is the Min-kiang, into which three tributaries flow at Yenpingfu. From Yenpingfu, the Min-kiang flows in a southeasterly direction until it reaches the island of Pagoda, where the southern branch of the river is joined by the Shwang-ki. The Kiung-kiang is an important river, which rises in the southern mountains and flows southward gradually bending more towards the east until it finally debouches its waters south of the island of Amoy.

Mountains

Fukien is a mountainous province and this accounts for the shortness of the rivers. The northern area is composed of ranges running parallel to the coast and these average a height of 3,000 feet. In the extreme north there are peaks of 9,000 feet. The southern ranges run from south-west to north-east.

Forests

Parts of Fukien are covered with forests. Between Amoy and Foochow are bamboo forests and further to the west the bamboo tree becomes scarcer and is replaced by different types of trees, fir being predominant. These forests stretch for miles along the western boundary and to the north-west of Foochow more bamboo is found. In the north-west, where the climate is colder, oak, maple and chestnut are common.

Fauna

Game abounds all over Fukien. In the mountainous ravines close to Foochow tigers and panthers are sometimes found, while in the remote parts of Fukien these dangerous beasts are quite common.

COMMUNICATIONS

Roads

The interior of the province is not served with good road communication, but along the coast there is a fair road running from Changchowfu in the south to Foochow. This highway links

up the main seaports of Fukien. Yenpingfu lies at the southern end of a northern road that comes down from Hanchow in Chekiang. In the cities of Foochow and Amoy good roads have been constructed and they are kept clean and in good repair. The chief routes are:—

Foochow-Yenpingfu
Foochow-Chuanchow
Changchow-Chuanchow
Changchow-Lungyen

Rivers

The water communication is not a great improvement on the roads. The Kiung-kiang is the important river of southern Fukien, but it is only navigable for light draught boats. A fair amount of traffic is carried on between Amoy and Changchowfu. The Min-kiang in the northern section is only navigable for steamers as far as Pagoda Anchorage; however junks take on cargo that is consigned to Foochow and native craft is able to mount a considerable distance up the river. Steam launches now reach Shuikow and motor boats Yenpingfu, Kienningfu and Yangkow.

Railways

Amoy to Changchowfu. The railway has not yet been completed and at present runs from the mainland opposite to Amoy in the direction of Changchowfu and reaches the town of Kang-tungkiao.

Air Routes

Fukien Province has two ports of call in Foochow and Amoy for the weekly air service flown from Shanghai to Canton. On the downward journey planes only stop for short periods at either port to deliver mail and drop or pick up passengers. The return journey from Canton northwards however is not completed in one day as is the present case of the downward flight, planes stopping overnight at Amoy.

INDUSTRIES

Agriculture

In the northern area the principal crops grown are tea, rice, bamboo shoots, olives, oranges, plums, potatoes, sugar cane and groundnuts. Tea is the most important crop and there are three picking seasons a year; two varieties of tea are made green and black. One of the best areas for this crop is on the slopes of Wuishan, a mountain in the north-west of the Province. The southern districts of Fukien are still undeveloped, but the soil is not of great fertility; agriculture is the mainstay of the inhabitants of this area, and rice, tobacco, tea and sugar cane are the principal productions. The sugar cane area is around Changchowfu, tobacco is grown in the same district and also at Tingchow in the west of the Province. Changchowfu is one of the largest

rice producing areas of the south. Opium is still grown in considerable quantity. Fukien Province is suitable for the production of silk but the industry is sadly neglected and what is made is only good for local markets. Three varieties of mulberry leaf grow satisfactorily. One type has been introduced from Canton, a second from Chekiang Province and the third, the main species, is the native tree of the Province. The reeling is all done by hand in the homes of the people. The silk manufacturer reels his own fibres into raw silk. The reel itself has been used in China for countless ages.

Manufactures

In Foochow there are several Chinese industries of which the most important are the manufacture of cotton cloth, soap, canned goods, condensed milk, lacquerware, glassware and towels. The leading native industry of the Province is the manufacture of paper from bamboo pulp.

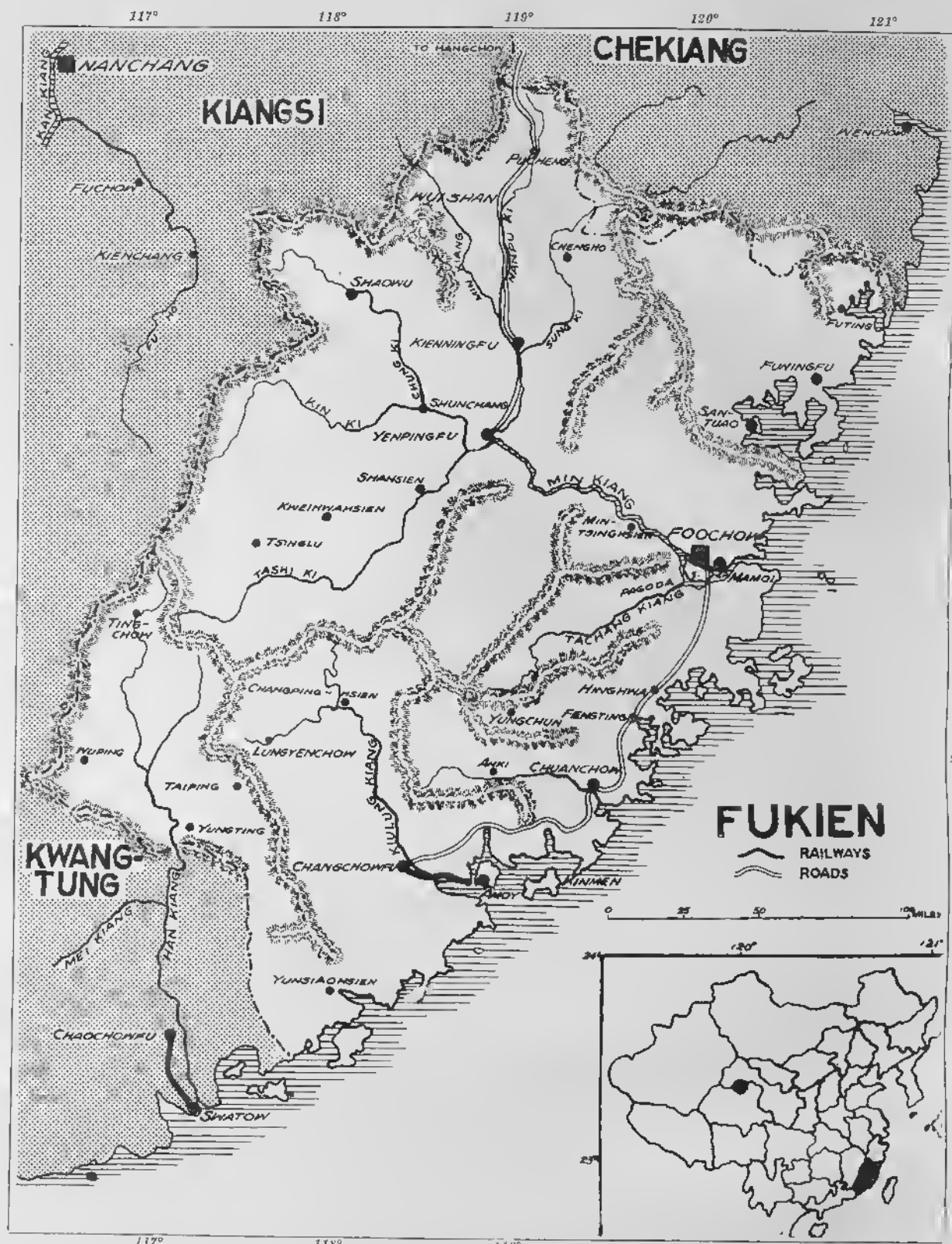
Mining

The mining problem of Fukien is still in its infancy and will not be solved until the interior of the Province is opened up with good roads thus affording easy transport to the coast. Beyond prospecting and rather vague reports as to results, little is yet known of Fukien's mineral wealth. There are several mining concerns in the various parts of the Province but all are worked by hand labour. Indications are that Fukien is another of China's rich coal provinces. This important mineral is known to exist in the Anki district some 50 miles by waterway from Chuanchowfu. Here the coal is bituminous and the native inhabitants work seams near the surface. In the Tingchowfu district coal seams extend from Tsing-luhsien to Lienchenghsien and close to Shao-wu outcrops of coal and iron are worked. Lungyen-chow is yet another district where extensive coal beds are in existence. The coal is anthracite and it is said that even the poorest people can afford to keep a coal fire burning during the winter months. Within the vicinity of Foochow gold in workable quantities is believed to exist. Iron is found in all the mentioned coal bearing districts and is also found more in the southern districts of Fukien. A few mines are in operation on a primitive basis. Other minerals of importance are silver, lead, copper, zinc, and galena.

FOREIGN AFFAIRS

Representation

The following countries have consular representatives stationed at Foochow: America, France, Great Britain, Japan and the Netherlands. The following countries have consular representatives at Amoy: America, France, Great Britain and Norway.



13.—PROVINCE OF KIANGSI

(Kiangsi—"West of the River")

PHYSICAL

Area.—69,498 square miles; the area of the United Kingdom is 88,745 square miles. The name of the Province, Kiangsi (West of the River), is rather confusing as now the Province is south of the river; however, in olden days all the country from the Province of Kweichow to the sea and south of the Yangtze and north of Kwangtung Province was known as Chiang-nan (South of the River). In the Sung dynasty this district was divided into six states, each state being known as a *Lu*; two of these states retained the names of Chiang-nan east and Chiang-nan west. In Chinese the latter name becomes Chiang-nan hsi; this name has gradually been shortened down into Chiang-hsi or Kiangsi, and has never been changed.

Population.—27,563,410. The density of the population is 395 per square mile; the density of the population of Wales is 323 per square mile and that of the United Kingdom is 504 per square mile. There are 29 Protestant Mission centres in Kiangsi; the principal Roman Catholic mission centres are established at Kanchow, Kian, Kionghang, Nanchang, and Yankiang.

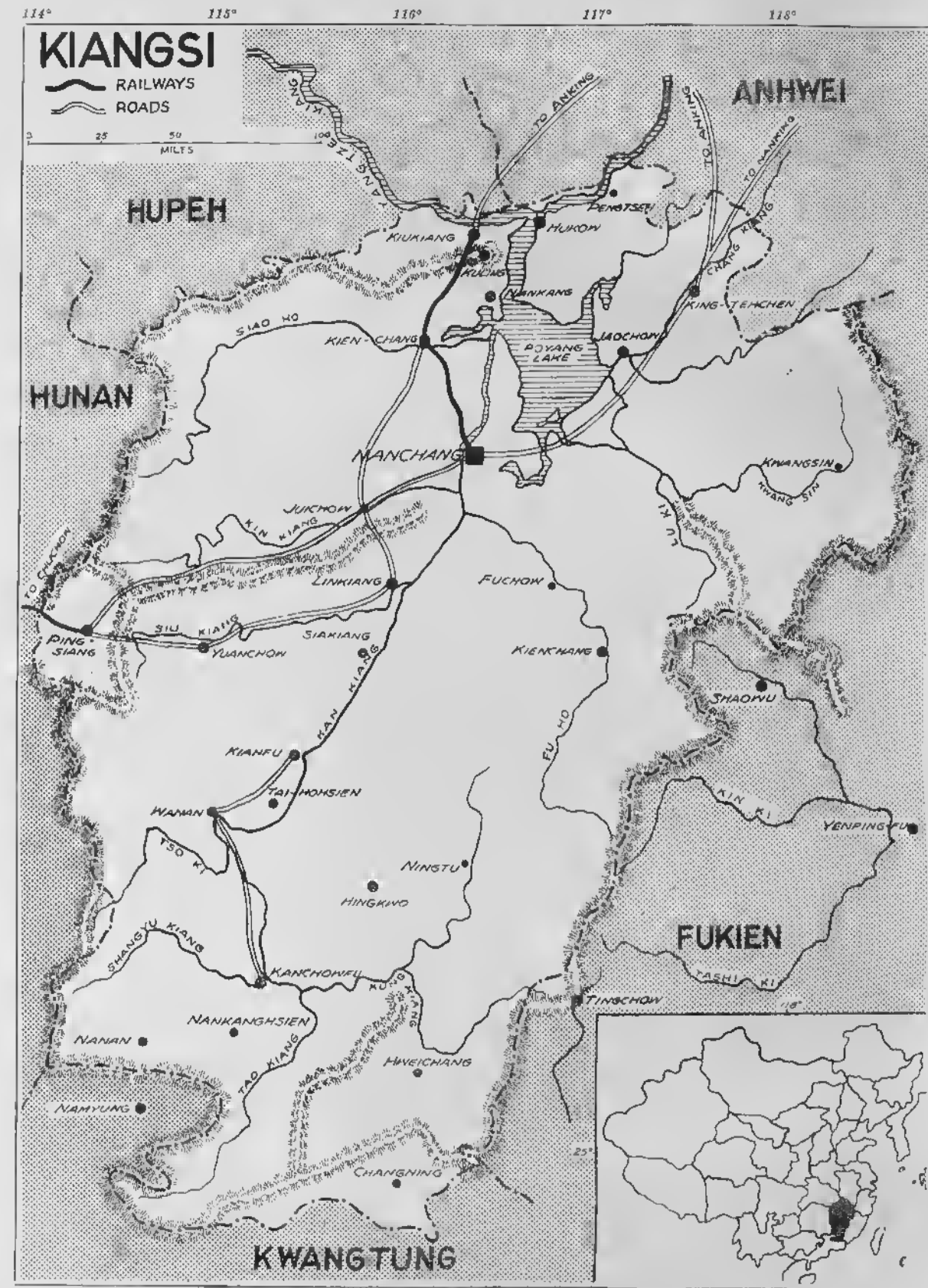
Climate.—The summer months of this Province are very hot and the atmosphere is humid, especially in the low lying country. In the north it is often very cold in winter but further south the climate is more temperate. Extreme temperatures are experienced in the north of Kiangsi, but the southern section lies in the sub-tropical belt, which, accounts for its even climate.

Racial Types.—In the south Hakkas are met and many of the south-western Miaotsu originally emigrated from this Province. Chinese are found in the larger cities and in the populated farming areas. On the whole the inhabitants, who are not wealthy, exist on the land.

Language.—Mandarin is the common tongue, but towards the Fukien border Fukienese is heard, while both Hakka and Cantonese are frequently spoken in the south.

Cities

NANCHANG, the capital of the Province, is on the right bank of the Kan river in the centre of a fertile plain. During the Han period the city was known as Yenchang. The city suffered greatly during the Taiping Rebellion. There are many canals joining it to Lake Poyang and the towns in the near vicinity. The city lies at the terminus of the railway



from Kinkiang. Small steamers are able to reach the city all the year round. There is an arsenal employing 1000 men.

KIUKIANG, the only treaty port of the Province, is situated on the Yangtze and at the northern end of the Kiukiang-Nanchang Railway. The port was opened to foreign trade in 1862, and although the city suffered from the Taiping Rebellion, with the establishment of a foreign settlement its prosperity began to return. The British concession was handed back to China in 1927. Tea is an important export of this port, which

was originally opened to develop the trade of this commodity. Hankow, however, is now the chief exporter of tea. The surrounding district is fertile: rice, cotton, tobacco and ramie are some of the principal crops. A match factory, electric power house, the Kihsing Spinning and Weaving factory and the Kinkiang Customs Lights Repair Yard are among the larger concerns of this port.

KINGTEHCHEN situated on the Chang-kiang, is on the eastern side of lake Poyang. The city has been famous through the ages for its porcelain manufactures.

PINGSIANG, on the western borders of the Province, is a coal mining town connected to the Canton-Hankow Railway by a branch line meeting the former railway at Chuchow.

KULING, at a height of 3,500 feet, is one of Shanghai's summer resorts.

KIANFU (KIAN) in the centre of the Province, is situated in a camphor tree growing district.

KANCHOWFU (KANHSIEN) on the Kan river to the south of Kiangsi, is another camphor growing area. The city also serves

as an entrepôt Kwangtung-Kiangsi trade.

JAOCHOW (POYANG) on the eastern shores of Lake Poyang, is an important export centre of ceramic work, most of which comes from Kingtehchen.

Rivers

There are many rivers draining into Lake Poyang, the chief of which is the river Kan, which enters the lake on the eastern side. The river Kan enters the Province in the south-west corner and slightly inclines towards the east until it reaches the lake; its diagonal course bisects the Province. The Kan is joined by several large rivers, chief of which are the Fu-ho which flows in from the eastern side, and the rivers Shangyu, Kin and Sin, which are its western tributaries. The number of smaller rivers in the north gives Kinkiang its name — "Nine Streams." The Yangtze flows along the northern boundary and is the traffic highway of the Province.

Mountains

The whole of the Province is

hilly except for the Poyang basin in the north of the Province. The hilly portions of Kiangsi form part of the remarkable series of mountain ridges which cover the whole of south-eastern and southern China. The hills of the Province do not exceed 3,200 feet, except close to the Fukien border. The ranges are short.

Forests

It seems that at length the Government has effected a change for the better in the management of timber forests. Instead of the frenzied deforestation of hill-slopes which inevitably leads to complete denudation, we find an orderly system of timber production which provides quite enough for the demand and which allows for an afforestation programme.

Parts of the Province are very thickly wooded. Around the lake the land has been cleared for cultivation, but on the eastern and western boundaries patches of forest land are found and the whole of the southern area is thickly timbered. Above Kianfu the banks of the Kan River tributaries are well wooded. In the en-

virons of Yuanchow towards the north the woods consist of pitch-pine, fir, camphor and bamboo, but these areas are patchy and the really valuable forest land is found in the south of the Province. From the Lu river the Wanyang mountains are covered along the Hunan border with continuous forests of pine, fir, cedar, camphor, liquid-amber, ailanthus and tung. Camphor is abundant on the Hunan-Kiangsi border and bamboo is common in the Linyang district.

Fauna

The country is mountainous and thickly timbered and therefore provides a home for numerous wild animals. Tigers, leopards, opossums, raccoons, foxes, otters, wild pig, armadillos and porcupines are some of the game encountered. There are also many varieties of birds.

Wild fowl are extremely numerous in the environs of Poyang Lake, and the whole province is a sportsman's paradise.

COMMUNICATIONS

Roads

The province is very poorly equipped with motor roads. The only ones for motor traffic are:

Nanchang to Lankiang, 75 miles.
Kianfu to Kanchowfu, 100 miles.

Rivers

The Yangtze is of course the main means of communication between Kiangsi and other Provinces of China; the river Kan, however, would be considered to be the highway of the Province. Small steamers are able to reach Kanchow in certain seasons. Lake Poyang is very similar to Lake Tungting in Hunan Province, as during the high water season in summer it is far larger than in the winter, when the navigation channels are merely three to five feet wide.

Railways

1. Nanchang-Kiukiang Railway. The present distance of the line is 80 miles and it is hoped that the line will be extended southwards to Kanchowfu and Canton.
2. Pingsiang-Chuchow Railway. This is purely a coal transporting line.

INDUSTRIES

Agriculture

The hilly and mountainous nature of Kiangsi is in no way a deterrent to agricultural pursuits, which in this Province is the chief occupation of the inhabitants as in every province of China. Although sufficient is grown to feed the population of 395 per square mile, the exportation of products is small. One of the most fertile districts is that of the Kan valley, traversing the central districts, where ramie

is an important crop. Tea, however, is the crop for which Kiangsi is generally noted, being the producer of the famous Keemun brand. Rice forms the staple food of the people and is grown in small areas throughout Kiangsi, particularly in the flat areas around the Poyang Lake. Indigo, the cultivation of which was at one period on its last legs, received a fresh impetus at the close of the Great War when the importation of artificial indigo was terminated. The Loping and Yankang areas, both of which are to the east of Poyang Lake, are the principal producers of this crop. Camphor is a tree which naturally grows well in the majority of districts yet though it is manufactured nothing is done in the way of plantation growing of these trees. Cotton is exported in small quantities through Kiukiang. The bamboo tree is another free grower and used in the manufacture of paper. Other crops cultivated are sugar, wheat, tobacco in the eastern parts, and fruits. Timber exporting is of considerable importance amounting to large sums each year.

Manufactures

The porcelain industry of Kiangsi is one of the oldest industries of the Province. Mining and agriculture are the other industries of note. Paper making of many kinds from the very coarse to the beautiful and clean *mien chi* (transparent paper) amounts yearly to enormous sums. Fama also are manufactured and form a leading export from the south, while the manufacture of soap is now becoming an important industry.

Mining

Pingsiang on the central western border of the Province is the most well-known mineral producing town of Kiangsi. Coal is mined here but since the mines are connected by rail to Chuchow, Changsha and eventually Hankow, Kiangsi does not benefit. The mines are well equipped and the coal mined is bituminous, a hard and soft variety. In addition to coal mining the town also manufactures coke from the fine coal and fire-bricks. Coal does exist in other sections of Kiangsi but the various beds have not yet been developed. A good quality anthracite coal comes from the district to the south of Sinfang. Immense beds of tungsten ore are in the south near Tayahsien, the output totalling 80 per cent of the world's supply. Gold, silver, lead, zinc, antimony, iron, also exist in different localities while pottery-clay, for which Kiangsi is primarily famous, is found in the same district as the town in which it is manufactured, Kingtehchen.

FOREIGN AFFAIRS

Representation

British and Japanese consulates are established at Kiukiang.



THE BRIDGE OF BOATS AT YUANCHOW

A massive stone bridge crossed the Yuan River at Yuanchow, but when the Revolution came it was destroyed. Masters of bridge building, the Chinese have replaced it by a pontoon bridge, the central section of which is removed to permit boats to pass through.

14.—PROVINCE OF HUNAN

(Hunan—"South of the Lake")

PHYSICAL

Area.—83,398 square miles; the United Kingdom is 88,745 square miles.

Population.—40,529,988 (the density of the population per square mile is 486; that of the United Kingdom is 504). Protestant mission centres number 36. Changsha, Changteh, Hengchow, Lichow, Shenchow and Yochow are the principal Roman Catholic Mission centres.

Climate.—The climate of Hunan is moist. The summer months are warm and damp, while the winter months are very cold owing to the humidity and icy winds that prevail. The temperature frequently falls below freezing point and every year a northern wind brings snow.

Racial Types.—The men of Hunan are small boned and wiry. Clannishness and their readiness to adopt modern ideas are characteristics of the people, though they are seldom met as emigrants. Ever since the stout resistance of Changsha against the Taiping rebels, who unsuccessfully laid siege to the city for 90 days, the inhabitants have been proud of their military reputation and of the fact that practically every revolution and rising in China has been hatched in Changsha.

Language.—A hasty Mandarin is spoken.

Cities

CHANGSHA the capital of Hunan, is situated on the right bank of the Siang-kiang, in the east of the Province. The city is a treaty port opened to foreign trade in 1904. The anti-foreign attitude of the natives was very noticeable when the city was first opened as a treaty port and, though this feeling died down to a certain extent with the development of trade, it has not wholly evaporated but still lies simmering below the surface. Changsha is situated in a fertile valley where rice is one of the main crops grown and vegetables are also cultivated on a large scale. Changsha is the main market for antimony in Hunan and the city is the supplier of about three-quarters of the world's demand. Changsha is perhaps the cleanest city in China. Within the walls of the city are a few fine buildings, which include temples, schools, the Hunan-Yale Medical Hospital and the Hunan University. The latter two institutes are without the city walls, the University is situated on the slopes of the Yo Lo-shan. Communication is provided by the Siang-kiang, which is a tributary of the Yangtze; a railway line connects Changsha to Wuchang. Cotton mills, cement works, a glass factory, a flour mill and a fire-cracker factory are established at Changsha. Firecrackers are exported as far as Singapore.

CHANGTEH, situated on the north bank of the Yuan river, lies to the west of Tungting Lake in the

centre of the northern district. It is of some importance as the distributing centre of wood-oil, beans and vegetable tallow, which come from the western districts. The question of making Changteh an open port has been considered by the Chinese Government. Officials visited the city in 1906 and 1915 to acquire into ways and means of bringing about this project, but as yet the port is still closed and only remains open to vessels under the Inland Water Navigation rules. It



MAP OF CHINA SHOWING HUNAN

is the market centre for goods coming from the Provinces of Szechwan, Hupeh and Kweichow.

SIANGTAN lies on the left bank of the Siang-kiang and to the south-west of Changsha. Mines of a poor quality coal are located close to the city.

CHUCHOW lies on the Siang-kiang and is the terminus of the Pingsiang-Chuchow railway. Coal is sent from the Pingsiang mines and brought by rail to Hankow, where iron smelting works are established.

YUANCHOW (CHUKKIANG), a western city lying on the Yuan River, serves as an entrepôt for trade with Kweichow.

YUNGCHOWFU (LINGLING), a southern city on the Siang-kiang, is a trading entrepôt for Kwangsi and Kwangtung Provinces.

PAOKING (SHAOLANG), lies on the Tsu-kiang to the south of the sacred mountains of Heng, and is in a central position. The city is

connected to Changsha by a good motor road.

HENGCHOWFU (HENG YANG) at the junction of roads from Kwangtung and Kwangsi is a notable commercial centre, and receives considerable mining products from the neighbouring town of Lichow. About thirty miles to the north is the famous Hengshan, one of the sacred mountains of China, with a large number of temples and monasteries, to which pilgrims come from all parts of China.

Rivers

The Siang-kiang rises in the north-west of Kwangsi and flows northwards through Hunan into Tungting Lake. The Yuan-kiang, which rises in Kweichow Province flows north-eastwards and finally empties its waters in the western side of Tungting Lake. The Tsu River traverses the central districts of Hunan Province on its northward course, and before reaching the same latitude as Tungting Lake, takes a sharp eastern bend caused by the mountain formation, entering the southern side of the lake. The Li-kiang drains the northern districts of the Province on its easterly course. Tungting Lake is a large basin into which all the large rivers of Hunan finally flow. The lake has been gradually silting up and in the dry season, in winter, empties its waters into the Yangtze and becomes a large marsh with only two main channels passing through it, which are made by the Yuan-kiang and the Siang-kiang. The dimensions of the lake are 75 miles in length and 56 in breadth, making a total area of 2,000 square miles.

Mountains

Hilly and mountainous country is found in the west, centre, south and east of the Province and these ranges separate the rivers from one another. The sacred peak of Nanyoh or Hengshan is some 4,500 feet high. Early records show some doubt as to the actual position of the peak, but it is now identified as the highest point in a range some twenty miles long from north to south running parallel to the Siang River about ten miles to the west.

Forests

Hunan has large areas of forest land. At the source of the Tao River in the Yao Mountains the country is wild, but on the lower reaches of the river there is a settled afforestation system, carried on over an area of 2,500 square miles. Each clan has its own timber estate and the trees grown are the pine, fir and cypress. The camphor tree thrives in this country but its introduction has not been encouraged. The mountains to the south and west are well wooded; the inhabitants derive their income from timber exporting. In Central Hunan there is a large bamboo area. Recently the Governor of Hunan urged the inhabitants to plant trees, and he set an example by supervising the

planting of some 18,000 trees in the vicinity of the University. The country north and south of Changsha has also been stocked with young trees.

Fisheries

The Siang-kiang is full of fish. In the month of November a very intensive form of fishing is carried on in Changsha by a large group of fishermen who work down from up river, encamping on the banks of the river for four to five weeks. They use a huge net which is quite a quarter of a mile long. The net is visible on the surface and attended by men in boats. Much of their catch is dried for home consumption.

COMMUNICATIONS

Roads

In the past Hunan has relied chiefly on its rivers for transport and communication. The main roads of the province are (1) From Kweichow in Kwangsi running north along the Siang valley to Changsha. (2) From Kweichow province along the Ynan valley to Changteh and then northwards on to Shasi in Hupeh. (3) From Kwangtung along the Lui and Siang valleys to Changsha. In recent years motor roads have been built to open up those districts which are not close to any navigable river, and a fleet of motor-buses is running on the roads radiating from Changsha. The chief motor routes are:—
Changsha-Siangtan, 35 miles.
Changsha-Changteh, 120 miles.
Changsha-Anjen, 150 miles.
Siangtan-Paoking-Wukang, 200 miles.
Siangtan-Hengchow-Chenchow-Ichang, 200 miles.
Changteh-Chenkihsien, 180 miles.

Rivers

The Yuan-kiang, is navigable though dangerous owing to its rapids. Boats with a cargo of 3½ tons can approach within 200 miles of Ynanchow, the cargo is then

transferred to boats limited to a cargo of 1½ tons. These smaller vessels reach Ynanchow and mount even higher into Kweichow Province. A launch service is maintained on the lower parts of the river between Changteh and Changsha. Central Hunan is served by the Tsu River, but it is only navigable for small boats and even those have to be pulled up the dangerous rapids. The Siang-kiang is the main highway of the Province and launches reach Hengchow, which lies at the confluence of the Lui-ho with the Siang-kiang. The river between Hengchow and Siangtan is dangerous owing to submerged rocks that lie in the stream. Water communication between Changsha and Hankow is maintained by small steamers only in the summer months. All the rivers of this Province are greatly dependant on the season for the length of navigation possible.

Railways

(1) The Hankow-Canton Railway. This is the official name of the railway, but the line has only been constructed as far south as Chuehchow.
(2) Chuchow-Pingsiang Railway. This line runs to the collieries of Pingsiang in Kwangsi.

INDUSTRIES

Agriculture

The soil of the Province is fertile and extensively cultivated; crop succeeding crop in rotation. There is an old Chinese saying, "A good crop in Hunan means an abundant supply for the whole of China." Rice is the staple food of the inhabitants, and is an important crop grown chiefly in the Siang valley and the area around the Tungting Lake; the latter district is the greatest rice district of Hunan. Tea is grown, the leaves of which are plucked three times a year in the north. Cotton

is grown in the north around Changteh, but this crop is not grown very extensively, the quality of cotton being poor. Ramie grass is quite an important crop and vegetable oils are obtained from the various oil-producing beans. Tea oil is manufactured from the camellia nut, the shrub being quite distinct from the tea plant. Wheat is an important crop on the highlands. Fruit, beans and sesame are also cultivated. An important trade is done in pig bristles.

Manufactures

In Southern Hunan there is a large hat and mat industry. Cotton is manufactured on hand-looms all over the country and mills are established at Changsha. Silk embroidery and cotton nankeens, which consist of striped cotton cloth, are two important industries. Arrowroot is made from lily-root and paper from bamboo pulp.

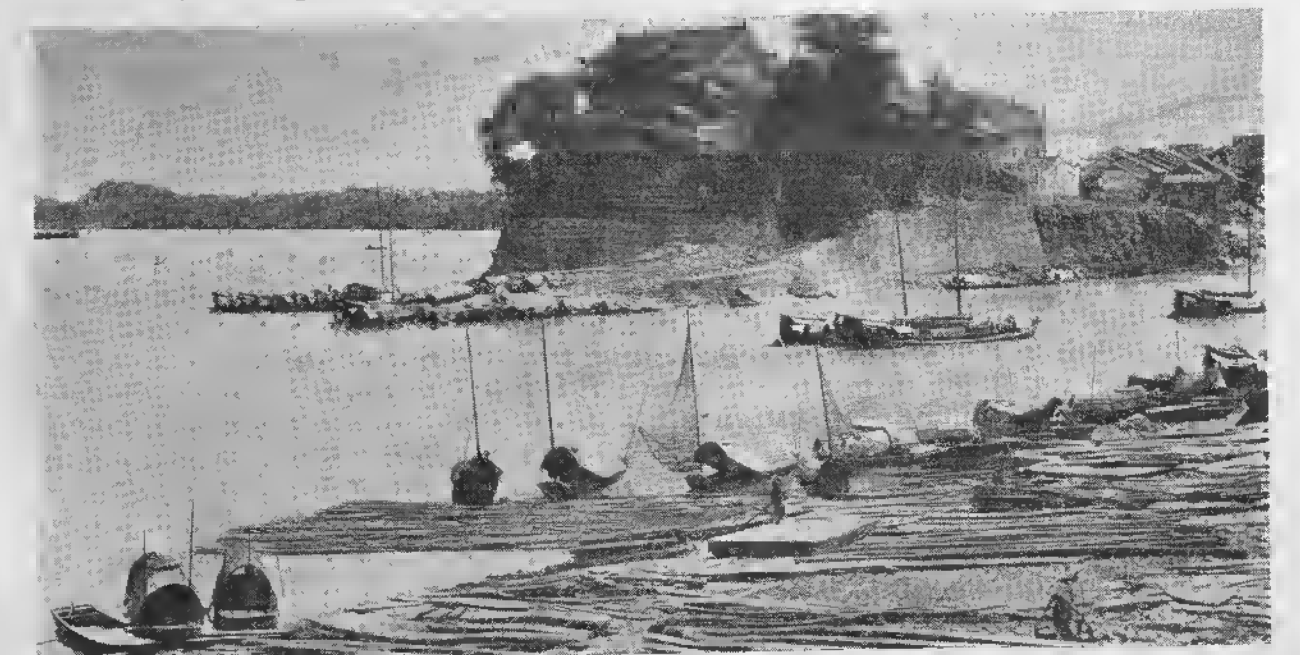
Mining

The mineral wealth of Hunan is large and the future of the mines is assured once they are run on economical lines. Antimony is the most important mineral; Hunan is the centre of the Chinese supply of the ore to the rest of the world. The larger mines of this ore are located in Central Hunan and to the north of Paoking. Lead and zinc deposits are found in the south while tin mines are found close to the Kwangtung border. Gold washing is carried on in various parts of Hunan, but the amount secured barely pays for the labour. There are also numerous coal mines in the province, the greater number being in the Paoking district; also a few mines of iron ore.

FOREIGN AFFAIRS

Representation

At Changsha there are two consular representatives; one is that of Great Britain and the other that of Japan.



THE STONE DRUM SCHOOL

At the confluence of the Cheng and Hsiang Rivers in Hunan there stands a stately building known as the Stone Drum School. It is said to have been built in the Sung Dynasty, and, because of a stone drum it preserved, has taken the name. It is one of Hunan's four great schools.

15.—PROVINCE OF KWEICHOW

(Kweichow—"Honoured Region")

PHYSICAL

Area.—67,182 square miles; the area of England is 50,328 square miles.

Population.—11,291,261. The density of the population per square mile is 168. The density of the French population is 196 per square mile and that of the English population is 742 per square mile. There are twenty Protestant mission centres at Kweichow. The principal Roman Catholic mission centres of the Province are at Kweiyang, Lanlung and Shihtsien.

Climate.—The climate of Kweichow while humid and unhealthy in the lower regions adjoining the Provinces of Hunan and Kwangsi, is on the whole quite enjoyable. Changes of temperature are rapid and from October to February peculiar foggy conditions prevail. In some years it has been reported that there have scarcely been twenty-five days of sunshine during these months, but the weather varies in different years. In August there is generally a fair rainfall and misty weather occurs, November is also a rainy month but not to such an extent as August and there are some fine days. The end of December is often quite pleasant and is a good month for travel in the Province. Owing to the altitude of the Province the temperature rarely rises above 86 degrees on the table lands, and in winter 14 degrees has been recorded.

Racial Types.—It has been estimated that only a third of Kweichow is made up of Chinese, the remainder consisting of aboriginal tribes, which are said to be classified into fifty or even eighty separate sections. There are three main classes, however, the Miao, the Lolo and the Chung-chia. Another tribe found in southern Kweichow is the Li-min. The Beh-ren yet another minor subdivision are located in the southwest; while the Yao-ren once inhabited a considerable part of Kweichow but they were expelled by the Chung-chia and now are chiefly found in Kiangsi Province, only a small portion remaining in Kweichow. The regional distribution of the tribal races of Kweichow has been roughly summed up in the following areas. In the north-east and central north no tribes are found in large numbers, the region being simply inhabited by the Chinese. The reason generally given is that no tribal migration has been in that direction. The Chung-chia stretch across southern Kweichow and there are various varieties of names by which the same tribe is referred to in different localities such as the



Tung-chia, In-chia and such local names as Dsai Shang Ren, meaning the Stockade People, and Tu Ren, Water People. These people extend from this Province across southern Yunnan and into Annam where they are known as the Tai race. In Burma their language is identical with that of the Shan people. The Chung-chia are probably the largest race of aboriginals. They have a written language but the Kweichow descendants now use the Chinese character in writing. Chung-chia as a language is rapidly being replaced by the Chinese tongue especially around the larger cities. The term Li-chia although applying to the Chung-chia can also refer to the Lolo tribe. To the north of the Chung-chia district in Kweichow are the Black Miao. They extend east and west into Hunan and Yunnan Provinces. In their own traditions they originally come from Kiangsi and investigation has shown this to be highly probable. The language spoken is the same throughout the whole tribe. The so-called "Flowered" Miao

inhabit western Kweichow and are also found in north-eastern Yunnan and in certain parts of Kiangsi Province. Small races such as the Keh-tu of Ts'ong-an Kiang in the east, and the Ya-ch'ioh and the Molluscs of the Tuh-shan district are all believed to be very similar if not identical with other larger tribes now bearing different names. The Miao have been split up into several different clans, such as the Antung Miao, the Ba Miao, the Meng Sa, the Shui Hsi Miao and the Red Miao—all of whom speak the same language. Another class, the White Miao, are said to have once been a distinct race.



MAP OF CHINA SHOWING KWEICHOW

The Lolo the third great division, are chiefly located in the Hing district and Chenfeng Chow. They are also found in considerable numbers at Tatingfu and Anshun. The Black Miao have a script of their own bearing some resemblance to Chinese characters. The Lolo claim to be an older race to the Chinese. They are said to have first been called the Ko-lo and the name has been gradually corrupted to the Lolo. The Lolo are reputed to be wonderful horsemen and are said to have been the first to introduce the horse or pony into Kweichow Province.

Language.—Mandarin is spoken by the Chinese; each tribe has its own tribal dialect, although Chinese is understood by the men and often by the women as well.

Cities

KWEIYANG, capital of the Province, is situated in the centre of Kweichow in a basin shaped plain lying 3,700 feet above sea-level. Roads meet at Kweiyang from all parts of the Province. An arsenal is established in the city, which is partially illuminated by electricity. Recently the main

streets of the city have been widened and modernised.

ANSHUNFU (ANSIUN) to the south-west of Kweiyang, is quite an important commercial town lying on the highway to Yunnan. It is the second city of the Province and is at an altitude of 4,500 feet. South of Anshunfu at Hwang Kou Ssu, there are some beautiful waterfalls, which drop about 200 feet and may have value some day for hydro-electric power.

TUHSAN, the most important town of the south, is on the main route into the neighbouring Province of Kwangsi, and it will probably grow in importance after motor communication has been established along that route.

TSUNYI, north of the capital, is an important distributing centre for salt coming from Szechwen, a large trade is also carried on in silk, cloth and paper.

TUNGJEN, in the east of Kweichow, is another trading centre. Cotton yarn, cotton, sugar, dye stuffs, manufactured cloth, porcelain and canned goods are among its principal exports, but cotton yarn is the most important as cotton is scarce and expensive in this region. Cheap dye cloth finds a good market in this area and, for that matter, all over the Province.

CHENYUAN, south of Tungjen and to the east of Kweiyang, serves as a port on the river Yuen. In days past it acted as one of the main exporting and importing centres of the Province.

SZETCHOW, north of Chenyuan, is a salt centre. The city is in the north-west of the Province and lies on the Wu-kiang.

SHIHTSIEN, to the south of Szechow, is renowned for its warm mineral waters.

PUANTING (PANHSIEN) on the Yunnan road, is the largest town in the west of the Province.

LIPING, on the south-eastern frontier, lies in a fertile district, which is mainly inhabited by the Tung-chia tribe.

Rivers

The Wu-kiang, rising in the western mountains, flows north-eastwards joining the river Yangtze at Fuchow in Szechuen Province. It is the largest river of the Province. The Yuen-kiang flows into Lake Tungting in Hunan. The Pe-pan-kiang is a tributary of the river Hungshui, which is the name given to the upper reaches of the river West, which flows through Kwangtung Province and meets the sea at the Canton delta.

Mountains

The greater part of Kweichow is mountainous, which makes travelling difficult. A description of the Province is given in an old Chinese proverb, which states seven-tenths of it is mountainous. The valleys lie at 4,000 feet and the summits of the mountains rise to 9,000 feet.

15.—PROVINCE OF KWEICHOW

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Forests

There are some good stands of forest land in Kweichow, though unnecessary felling of trees has made most districts barren. The most thickly covered areas at the present time are in the east of the Province, in the vicinity of Tung-jen; in these areas fir, pine and oak grow in large numbers. Tung trees are numerous in the north-west.

Fauna

The tiger is found in Kweichow and at times becomes a nuisance, especially in the north-eastern district. It is the Hunanese, however, who organise campaigns to trap and kill the enemy. Wolves and wild boars are also common in some regions. White pheasants are numerous and other bird varieties are located all over Kweichow. In Kweichow Province in its muddy streams dwells the Chinese Giant Salamander. This curious reptile resembles in general appearance the common newt of Europe. The head is enormous and very depressed, the mouth wide, while small eyes set on top of its head complete its fantastic appearance. The legs of the reptile are small and weak, but the tail is long, deep and laterally depressed, and, with it the animal propels itself. In colour it is of a dull speckled brown, some specimens being almost black. Though ugly and fearsome-looking, this reptile is perfectly harmless to man. It feeds on worms and small fish. In the Kweiyang district specimens have been caught almost six feet long.

COMMUNICATIONS

Roads

All the roads converge to the central city, Kweiyang. Communication is difficult, since not only is there a lack of navigable rivers, but railways have not yet been built. Stone roads of a rough and ready type are numerous, but until recently all travel and transportation of freight was by man-power or pack-animal. Several new motor roads have been constructed in recent years, and buses have been running with more or less, usually less, regularity between Kweiyang and Tushan, six stages to the south; Kweiyang and Anshunfu, three stages to the south-west; Kweiyang and Tsunyi, five stages to the north. Buses also run north from Tsunyi in two stages to Tungtze. The roads in existence are being extended towards Chenyuan, Yunnan, Pichieh and Szechuen.

Rivers

The Wu-kiang, though the largest river in the Province, is of little use for communication, except towards its lower end, as its course is too much broken up by rapids and cataracts. From Szechow downwards it is used for floating rafts

of logs down to the Yangtze. The Yuen-kiang, rising in the east, and navigable from Szechow, flows into Lake Tungting in Hunan Province. In recent years it has lost its former place as a chief trade route into Kweichow. The river Songkan, joining the Yangtze near Kiangtsing, Szechuen, is one of the main routes by which salt enters Kweichow.

Railways

The mountainous nature of this Province and the steep grades that would be encountered make any railway project an expensive undertaking and as the province is far below the standard of other provinces of China in agriculture, the only reason that would warrant the expenditure of a railway would be the discovery and working of rich mines of the various minerals that exist, but until more settled conditions prevail in these wild and little known parts no one is likely to sink capital into any risky business.

INDUSTRIES

Agriculture

A sea of mountains cut up by deep valleys where crops are grown gives a fair impression of the small agricultural areas of the Province. In fact Kweichow is said to be, and no doubt is, the poorest agricultural province in the whole of China. The largest plain is in the vicinity of Kweiyang. The principal crop grown, in spite all reports to the contrary, is opium and this is the greatest revenue producer. The crop is extremely important and takes up much of the best valley land of Kweichow and it owes its value to the ease with which it can be transported to outer markets. Following opium, maize or Indian corn and buckwheat, which is planted late on the hillsides, come next in importance. In addition tobacco, bamboo, wheat, oats, sugar, rice, fruits, indigo, silk, cotton, hemp and beans are grown though in not such large quantities as the first three mentioned crops. Afforestation would probably be a good investment, provided transportation costs do not kill its prospects. Wild silk is found in fair quantities in the central parts of the Province.

FOREIGN AFFAIRS

Representation

Kweichow is one of the few Provinces of China that has no treaty port and therefore no consular representatives of any foreign countries. Little is known of its towns and their main industries. The Province has further been handicapped in past by having no railway of its own and so no outlet for its products. However, Chungking is not far from the northern districts and now that motor roads are rapidly being built Kweichow should soon catch up the other Provinces for agricultural exporting products. Opium and timber in the past have been its main trade commodities but with better transport facilities, the now banned crop of opium should gradually die out and its land give way to the cultivation of beneficial crops.

16.—PROVINCE OF KWANGTUNG

(Kwangtung="Broad East")

PHYSICAL

Area.—100,000 square miles; the area of Iceland is 108,644 square miles and that of Germany is almost twice the size.

In Kwangtung Province are the three foreign ports of Hongkong, Macao and the leased territory of Kwangchowwan which with their hinterlands have been ceded to Great Britain, Portugal and France. The total area of Hongkong, including the leased territory on the mainland is 391 square miles. Macao is only 4 square miles and Kwangchowwan is 325 square miles. Full particulars of these ports are not given as they are under foreign administration.

Population.—36,773,502. (The density of the population per square mile is 368; Germany's is 345 and Iceland's is only 2.6 per square mile.) Hainan, Kiating, Kongmoon, Pakhoi, Shingchow and Swatow are the principal Roman Catholic mission centres. The total number of Protestant mission centres is sixty-seven.

Climate.—The prevailing winds regulate the climate of the Province. From October to April the north-east wind blows and in Canton the temperature seldom falls below 35 degrees F. The monsoons occur during the summer months, when the prevailing winds are the moisture-laden south-west winds. A temperature above 100 degrees F. is rarely registered but the humidity of the atmosphere is very trying.

Racial Types.—Hakkas inhabit the north-east, and aborigines are found in the west and on the island of Hainan, where the primitive Loi and Mia tribes also dwell. The enterprising Cantonese are found throughout Kwangtung Province.

Language.—Cantonese and tribal dialects are spoken.

Cities

CANTON the capital of the Province, lies on the Pearl, or Chu-kiang River some 95 miles by water and 111 miles by rail from Hongkong. The foreign settlement of the port is called Shamoen ("desert face"). In 1859 a canal was cut making Shamoen an artificial island which was levelled, Great Britain standing fourth-fifths of the expense to France's one-fifth. On completion one-fifth of the territory was allotted to France and the remainder formed the British settlement, which is attractively laid out and contains many fine and large buildings. Pagodas, curio shops and temples are features of the native city. Remarkable changes have taken place in Canton during the last



few years, broad streets have been made and motor buses connect it to the nearby cities of Kwangtung. Steel bridges have been built connecting city to suburb and a system of city parks have been laid out. Silk, an important product of the hinterland, is manufactured at Canton, but in recent years the industry has been passing through trying times, and silk has been replaced in the local market by imported artificial silk piece goods. The popularity of this material is attributed to its low cost and its bright colours. Wolfram ore is exported by the port and the demand for it has increased ever since tungsten has been used in the manufacture of high-grade steel. Bed-mat manufacturing is a large industry that is finding a growing market. The surrounding district is productive; rice, silk, sugar, indigo, tobacco, tea, oil-plants and fruits are grown. Canton has an aerodrome.

SWATOW in the north-east of the Province, lies on a promontory with the Han River on its northern side and an inlet of the sea to the south. Although strong opposition greeted the opening of the port to foreign trade, these prejudices died a natural death when the natives realised that a treaty port was to their advantage. Rice,

sugar, camphor and fruits are some of the important agricultural crops of the district. Drawn-thread work and embroidery are two of the important industries of this city. Chinaware is also of importance. A large annual emigration takes place from this port. Bean-cakes are one of the chief imports of Swatow. The port is now rapidly being developed into one of the modern cities of China. Swatow has suffered from terrific typhoons on many occasions.

PAKHOI a port opened to foreign trade in 1877, is in the south-west of the Province on the Gulf of Tongking. The port is exposed to the full blast of the north-eastern monsoon and at times the discharging of cargo is hampered. Agriculture forms the livelihood of the main population of the district. Fishing is an important local industry. Coal and iron mines are established in the neighbourhood of the port. Road improvements have been carried out in the vicinity of the port in recent years.

SAMSHUI, another of Kwangtung's treaty ports, lies close to the junction of the West and North Rivers. Reed-mats are manufactured in the city and cassia, indigo, tea, hemp, mulberry, rice

and fruit trees are grown in the surrounding district; rice is the most important crop. Matches are manufactured at Samshui and a brisk junk trade is maintained on the river.

KONGMOON did not become a treaty port until 1904; it lies 45 miles to the north of Macao. The city is on the banks of a swift flowing creek, which is generally crowded with every type of native craft. Rice is the chief crop of the district and this is followed by groundnuts. Palm leaves are collected and manufactured into fans. The manufacture of jute bags is quite a large industry. Tobacco and sugar are extensively grown in the vicinity of Kongmoon.

LAPPA is a large lilly island lying to the west of Macao.

KIUNGCHOW (KIUNGSHAN) is the capital of Hainan Island and is a treaty port. Cattle, pigs, hidos and the manufacture of fishing nets are the chief interests of the people, and there is a large annual export of these goods. Ginger and copra are further important productions.

HOIHOW is three miles to the north of Kiungchow, with which it is connected by road. Hoihow is the port of Kiungchow and is a growing commercial city, which

is extending towards Kiungchow and along the water front. The harbour could be greatly improved, as at present it is open to the north-east monsoon. The tides are erratic, especially in the winter.

WAICHOW (WAIYUENG) is an inland city on the Tung-kiang with an aerodrome.

NAMYUNG is in the north of the Province and carries on an extensive trade with Kiangsi Province.

FATSHAN (NAMHOI) on the West River to the west of Canton, is an important manufacturing centre for iron, silk and porcelain.

CHAOCHOWFU (CHAOAN) is an important political centre in the north-eastern plains. It is connected to Swatow by rail, and coalfields are in the vicinity of the city.

Rivers

The West River or Si-kiang, is the largest river of the southern provinces; its source is in the eastern part of Yunnan Province. The river at first flows southwards, and soon after reaching the borders of Kwangsi it pursues its west to east course till at Samshui it again turns southwards and enters the South China Sea through a delta. The approximate length of the river is 1,120 miles. Three miles west of Samshui, the West River is joined by the North River, or Pei-kiang, which flows down from Hunan Province. The East River or Tung-kiang, as its name implies, flows through the eastern parts of Kwangtung into the northern section of the Canton delta. The only other river of importance is the Han-kiang, which discharges into the sea at Swatow.

Mountains

The greater part of Kwangtung Province is mountainous, with the exception of the district around the delta of the West River, which is generally known as the Canton delta. Hainan Island is mountainous and some of its peaks are 5,000 feet high.

Forests

Kwangtung is not a thickly timbered province. To the north of Linchow running up to the western boundary there are some large tracts of forest land and towards the north the bamboo is common. North-west of the junction of the North and West Rivers more bamboo land is found; on the northern frontier to the west and east of Shingchow patches of forest land exist. Parts of the island of Hainan are thickly timbered, and extensive coconut groves are found throughout the island.

Fauna

In the Samshui district snipe are abundant, while pheasant, partridge, quail and duck are quite common. Tigers exist twenty-five miles up-country from Pakhoi and close to the city snipe, partridges, wild pigeon and wild duck provide good shooting for the

sportsman. Woodcock and pheasant are also numerous in this district. Small bears and a fair sized deer are found in the lonelier localities of Kwangtung. The python and other snakes are among the reptiles. Sharks and other sea fishes live in the coastal waters.

COMMUNICATIONS

Roads

The majority of the trading centres of the Province are in the vicinity of Canton, and the whole of that district is interwoven with canals and rivers. Roads are established in the different cities, and highways connecting the larger cities are now being constructed in the place of narrow stone-paved pathways on which it is difficult for two people to walk abreast. Motor roads now cross the Province from the south to Canton and extend northwards; the connecting railroad and motor roads in Hunan now make it possible to reach Canton from Changsha in three days. The island of Hainan is well provided with a network of motor roads especially over the northern part of the island. The main motor routes are:—

Canton-Waichow-Chaoang.
Canton-Limehow-Pakhoi.
Shingchow-Ichang (Hunan).

Rivers

Water forms the old traffic routes of China, and no exception is made in the case of Kwangtung Province. The West River is navigable for a long distance and in the dry season vessels with a draught of five feet can reach Wuchow, which is just over the western border of the Province. Junks and flat-bottomed motor-boats mount higher up the river. The whole of the delta district is served with efficient launches. The North River is the highway of the northern district and Central Kwangtung.

Railways

1. Canton-Hankow Railway. The line has forged upwards as far as Shikwan. There is still 270 miles of the line to be completed before the railway connects the two cities after which it is named.
2. Canton-Kowloon Railway.
3. Canton-Samshui Railway.
4. Swatow-Chaochowfu Railway.
5. Shingning Railway.

Air Routes

A weekly passenger air mail service is maintained between Shanghai and Canton. Swatow is a port of call of the air liners.

INDUSTRIES

Agriculture

The Canton delta is the most productive area of the Province and has many large towns in the midst of it, so no difficulty is gen-

erally experienced by the farmers in finding a market for their crops. Rice, the staple food of the natives, is the popular crop of the district and three harvests have been reaped from the land in one year. The mulberry tree is seen growing along the banks of the innumerable streams and the leaves are picked six or seven times a year for feeding the silkworm. Straw is produced for the matting industry from a special three-cornered reed. Sugar-cane is a valuable crop in Kwangtung. Vegetables are being grown on a larger scale than they have ever been before for the local market. In addition ground-nuts, indigo, cassia, camphor, fruit, tea and sesamum are raised. Rainie, from which grass-cloth is woven, is also cultivated. Cattle are exported from Pakhoi, as is sugar from Hoihow. Lingnan University is an institution that specially devotes its services to the interests of agricultural development. On Hainan Island rubber plantations exist and coconuts and pineapples are grown though they have not been industrially developed to any great extent. There are large tracts of untilled fertile land on the island.

Manufactures

One of the old retained industries of this province is the weaving of mats, for which there is an increasing demand. Firecrackers and incense sticks, drawn-thread work and embroidery are also native industries. Rice mills and the manufacture of silk and cotton provide employment for many people. Matches are manufactured and paper and glass works are established.

Mining

In many ways the provinces of Kwangtung and Kiangsu can be compared. Both have many large towns and both command a vast hinterland. There are however two great differences; the one is that all of Kwangtung's exporting and importing trade is done

through sea coastal ports, with the exception of Canton, while all of Kiangsu's trade is done through river ports. The other great difference is that while Kiangsu's mineral wealth is negligible, Kwangtung is rich in several minerals. Coal however is considered to be her richest acquisition, large quantities of which are known to be in existence, but the primitive methods employed by the natives have not made much headway. Coal has been discovered in several localities along the West and North rivers near Canton, some of the larger native deposits are at Shingchow. Antimony has been mined in the past near Tungking on the Tongking border but the mines were forced to close down as being unprofitable. Iron is found on the surface at Yamehow and is used for manufacturing pans. It is also mined at Kongku near Shingking, while the Waichowfu area is reputed to be extremely rich in this important mineral. Silver and tin are yet two other minerals that are found and copper, gold, lead, quicksilver and zinc may be added to the list. There is now a growing demand of wolframite and as the ore is of a superior quality to that obtained from either Australia or Burma, its future should be assured.

FOREIGN AFFAIRS

Representation

The following countries have consular representatives resident at Canton: America, Belgium, Denmark, Finland, France, Germany, Great Britain, Italy, Japan, the Netherlands, Norway, Portugal, Sweden and Switzerland.

Belgium and France have consular representatives resident at Pakhoi.

The following countries: America, Belgium, France, Great Britain, Japan, the Netherlands and Norway, have consular representatives resident at Swatow.



IN BUSY CANTON

The Pearl River flowing through the heart of Canton bears an immense permanent floating population, a city in itself, living its own life. Bounding the river may be seen the modern edifices of the Canton of to-day, with its wide streets and public utilities.

17.—PROVINCE OF KWANGSI

(Kwangsi—"Broad West")

PHYSICAL

Area.—77,220 square miles, about the size of Bulgaria.

Population.—12,258,335 (159 per square mile; the density of the Bulgarian population is 153 per square mile). The main Roman Catholic centres are at Nanning and Wuchow. There are eight Protestant mission centres.

Climate.—The climate is tropical. In the south from May to September it is extremely hot and this atmosphere is trying for Europeans to live in for any lengthy time. In the north it is milder and in winter it is often quite cold, with a slight snow-fall. In the south snow is almost unknown.

Racial Types.—The aboriginals predominate in large numbers, in the west and north-west. There are four large tribes—the Yao, Miao, Chung and Tong with quite distinct languages. The Chungs, in language, customs and manners are closely related to the Shans or Siamese. The Hakka population is small. In the north and north-east, Mandarin speaking Chinese predominate, while in the south and south-west the enterprising Cantonese have things their own way. The Yao tribe of Kwangsi, were the original inhabitants of Kweichow Province. They were driven into Kwangsi Province

by the Chungs or Chung-chia tribe and the name Yao was then given to them. They now even inhabit Kwangtung Province but in Kweichow, they are outcasts from all tongues in that region, their language being incomprehensible to those speaking the Kweichow dialect. They, one, however, often met in Kweichow as travelling merchants selling iron cooking pans, and, being alien in tongue, they sing their wares. The Chung-chia have not stuck to the invaded territory of Kweichow, for, today, they are found in considerable numbers in Kwangsi Province in the Red river areas, where they are termed the Long Mao. The religion of these people is typical of aboriginals believing to a great extent in the elements. A curious thing about the Miao is that they were named from their racial dress worn by both male and female. The White Miao "king" in north-western Kwangsi, not only still wears the distinctive dress of his tribe but also its ornaments. On both his arms are silver and gold bracelets up to his armpits, and he wears the usual silver collars and rings around his neck.

Languages.—Cantonese in the south and Mandarin in the north are the two main languages, although there are numerous tribal and local dialects. But

one can travel through the entire Province and he understood using only Mandarin as a language medium.

Cities

NANNING (YUNNING) is situated in a large plain thirty miles below the confluence of the Yu-kiang and the Tso-kiang. It is the capital of the province and was first opened up as a treaty port in 1907. It serves as a commercial centre for south-western Kwangsi exporting its agricultural products to Hongkong and importing in return small luxuries and essentials such as soap, kerosene, tinned milk, matches, cigarettes, etc., which are readily bought by the farming community. The city is built close to the bank of the river, being forty feet only above the winter level. During the high water season the suburbs of the city are liable to be flooded. Although agriculture of a primitive kind, is the chief occupation of the inhabitants, the city has its own small industries though they can hardly be termed of great importance. One of the principal manufactures is that of fire-works closely related to which is the manufacture of gunpowder. In the former there is quite a large export trade. Leather is another of the more important industries of Kwangsi, the raw material being had from the water buffalo and red cattle.

Tobacco is manufactured in the city an explanation of the process being given under the paragraph on agriculture. Cloth weaving is the home industry of every peasant, the raw material being either the local grown hemp or imported cotton. The women are the chief workers on crude handlooms. Being primarily a distributing centre the whole export trade of the port relies on the prices realised in Hongkong for the annual crops produced. The harbour of the port stretches along the whole settlement front. The harbour bed is composed of gravel, sand and rock and gives a sufficiently good anchorage for junks and motor-boats. For other shipping the waterfront of the Chinese city is used. Nanning has connection with other districts by water and this is fully utilized for trading purposes. A small fleet leaves and returns regularly to and from Wuchow. Trade and communication has also been opened up on the 285-mile run between Nanning and Poseh, even through the winter months. Besides the transport of goods there is also a considerable passenger traffic. Up to the present time Nanning has no railway connections but is joined to the other provincial trading centres by old roads and to-day several motor roads connect it to the larger towns of the Province.

WUCHOW (TSANGWU) lies at

the confluence of the Kwei-kiang and the Si-kiang on the eastern frontier of the Province and is surrounded with mountains. As a treaty port it was first opened to foreign trade in 1897 and has rapidly developed into an important commercial, trading and distributing centre. Constant communication is maintained with Canton, it being a two days journey from Canton and Hongkong up to the port. Its great advantage is, that as in the old days journey steam traffic it lay at the head of sea-going junk traffic, so to-day it also is the terminus of steam traffic. It is the gateway into Kwangsi Province and serves as a distributing centre for the northern section of Kwangsi, Kweichow Province and southern Hunan. Care in navigation is required of vessels approaching the port. The river level varies as much as 60 feet and a large floating population is found. A fine quality rice is grown in the valleys and on the nearby plains known as West River rice and the crop generally finds a ready market. Minerals are found within easy transport distance of Wuchow and the mines are just beginning to be developed. As a manufacturing centre it is not of primary importance. A steam filature absorbs the raw material of hemp and cotton for spinning purposes, while several glass factories are now established. A considerable export trade to Hongkong is maintained in live stock.

LUNGCHOW, a treaty port, is situated on the Tso-kiang in the south-west of Kwangsi. It is important as the port for Tongking in French Indo-China. Junks and small motor boats can ascend the river from Wuchow as far as this point which was opened to foreign trade in 1889 as it was then thought that the French would extend the railway that reaches the borders of the Province right up to Lungchow. Agriculture is the main occupation of the people. The mineral wealth in the western mountains has not been worked to a profitable degree. A motor road now connects this port with Nanning.

KWEILIN, in the north-east, was the original capital of the Province. The city stands on the Kwei-kiang which joins the Si-kiang at Wuchow. A motor road via Liuchow also connects it to this port. It is the largest city of the north and close to the pass through the northern mountains which leads to Hunan. Silk and fur are its two major industries. Aniseed trees grow in the district, from which an oil is obtained.

PINGLO, amid forests on the Kwei-kiang, is half-way between Kweilin and Wuchow. It is also joined to Kweilin and Wuchow by motor road.

LIUCHOW occupies the central position of the Province and lies on the Liu-kiang. A strong movement was on foot to move the capital to Liuchow, but a political upheaval in 1929 defeated these

plans. It is the natural centre. At present the aviation headquarters have been moved there. It trades with Kweichow Province, chiefly in timber.

SUNCHOW (KWEIPING) is at the confluence of the Hung-kiang, or Red River, with the Si-kiang.

POSEH, the most important city on the western frontier, is situated on the Yu-kiang near the Yunnan Border. It is a commercial trading centre with Yunnan and also Kweichow. The city is the big opium importing and distributing centre in Kwangsi. It exports wood oil, aniseed oil, and sugar.

Rivers

The Province is well intersected with rivers so that one can travel to all the important cities by launch. The principal river is the Si-kiang or West River. Above Nanning it receives the waters of two rivers, the Yu-kiang which rises in Yunnan and the Tso-kiang which rises in French Indo-China.

The next in size is the Hung-kiang or Red River, which rises in Yunnan Province and traverses the centre of Kwangsi. It is joined by the Liu-kiang about fifty miles above Sunchow, flowing into the West River at the latter city. The Red River runs through deep sandstone valleys, but owing to its rapids is unsuitable for navigation.

The Liu-kiang rises in Kweichow Province and provides a navigable water route in the north-west of Kwangsi.

The Kwei-kiang rises in Hunan Province, flowing from the north-east through the city of Kweilin, and joins the Si-kiang at Wuchow. The mountain scenery along this river is among the most well known in China.

Mountains

The Province is primarily a mountainous one, interspersed with fertile valleys and plains. The chief ranges are in the north and west. The south also consists of very rugged and mountainous country.

Forests

Kwangsi, lying in the tropical belt, produces fine ebony, teak, camphor, maple and pine trees, but in the past it was typical of the inhabitants of this Province as with other provinces that no effort was made to profit by this valuable asset. The officials now seem to realize that there are great benefits to be had by encouraging afforestation, and at present there are decided movements on foot to bring this about. For instance, the burning of the hillsides in order to get the ashes for fertilizer is punishable by death, and the Government has begun reforestation on a small scale.

Fauna

Tigers, leopards, civet cats, armadillos, porcupines and deer are found throughout the Province. In the north and west, otters, squirrels, monkeys, deer, tapirs, wolves and bears are encountered.

Tropical reptiles are also found. The python is fairly common.

COMMUNICATIONS

Roads

Motor roads radiating from Nanning touch all sections of the Province, with the exception of Poseh. A road to Poseh has been projected and is to be finished at the end of this year. To the north work has begun on a motor road which is to connect with Kweichow, the capital of Kweichow. To the south one may travel from Nanning to French Indo-China and to Yanchow in Kwangtung and the French leased territory of Kwangchowwan. The main motor routes are:—

Nanning-Lungchow, 150 miles.

Nanning-Liuchow-Kweilin.

Chuanchow, 250 miles.

Nanning-Piuchow-Watlam.

Wuchow, 330 miles.

Kweilin-Wuchow, 160 miles.

Hochih-Liuchow-Pinglo, 250 miles.

Rivers

Junks and small native craft ply their way to all the ports during all seasons of the year. With the exception of Kweilin it is possible for small motor vessels to reach all the important cities the whole year round. During flood season the Kwei-kiang becomes navigable to Kweilin.

Railways

No railways have yet been constructed in the Province.

INDUSTRIES

Agriculture

The agricultural resources of Kwangsi are not as great as in the majority of provinces of China, but Kwangsi is not entirely lacking in agricultural pursuits and does export products in good seasons to Kwangtung. The staple food of the inhabitants is rice and this crop is principally grown in the Nanning and Wuchow areas. Three crops are raised annually along the river banks and in the valleys. The province is situated in the semi-tropical belt and sugar cane grows well in the lying districts, especially along the valleys of the Tso-kiang and Yu-kiang connecting Poseh to Nanning. Maize is a crop that can be raised all over the province and is grown by the individual farmer according to the amount he requires, little is exported. Tobacco is another crop which grows well in certain districts and is sent to Nanning, the principal centre of its manufacture. The Moyun district is one of the main sources of the raw material, which is sent in to Nanning in the form of sundried leaves. In the manufacturing stores the ribs of the leaf are first removed; the leaves are then sprinkled with groundnut oil and sugar molasses are pressed into packs of various sizes, which are cut into squares. The latter are

cut into shreds of great fineness. Tobacco is also cultivated in the Nanning region especially near Szeugenfu. Aniseed trees grow in the vicinity of Poseh and also to the south-west of Nanning; the production of aniseed oil has fallen off lately in comparison to previous years. Cotton plants are scattered over the Nanning area and is produced to some extent in the northern areas but it is not an import of Kwangsi. The silk industry provides employment to considerable numbers in the Wuchow area, where the silk worm gut is manufactured. While mulberry trees are now a fairly common sight all over the province, Nanning being one of the principal districts. Other crops include groundnuts, indigo, hemp, vegetables, cassia and rape seed. Paper is manufactured from the bark of trees. Water-buffaloes are reared in large numbers to help in cultivating the fields.

Manufactures

There are no industries of importance. The manufacture of firecrackers has already been mentioned. Wuchow has cotton mills, glass factories, an ice plant and a sulphuric acid plant. There is a leather industry at Nanning for the refining of raw material. The Government is planning many new industries for the future among which is a cement factory. Cane is crushed in a primitive manner between stone rollers turned by buffaloes; but a great deal of the juice is wasted as the stones have neither the weight nor the power needed.

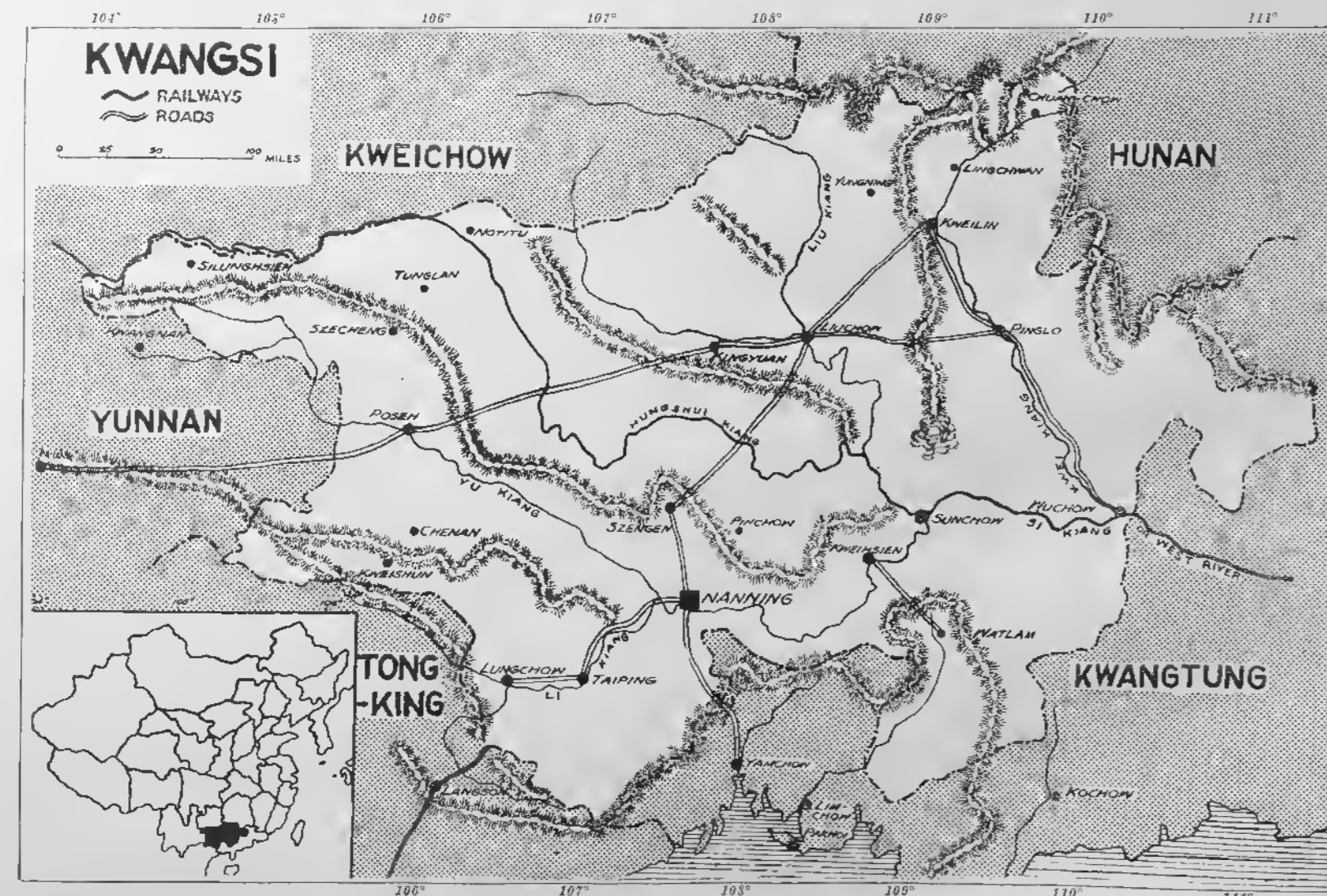
Minerals

This mountainous province is yet another rich store-house of China, which still awaits development. There is every evidence of good coal deposits but those mines that are in operation are not run on economical lines and generally the methods employed are primitive. Coal is not exported in any quantity but is consumed locally. Antimony is obtained in the Fengyi district north of Chenan, the ore is smelted in crude blast furnaces and sulphur is a by-product of the industry. During the War there was a sudden demand for this mineral by Hongkong and prices soared, but the inevitable slump set in from which the industry has never properly recovered. Silver is found at Kweihsiu. Tin, asbestos, galena, platinum, gold, copper, iron and lead are all thought to exist, and now that good road communication is being established some of the mines are being worked on a small scale.

FOREIGN AFFAIRS

Representation

At Nanning there are British and French consulates; the British consulate is under the jurisdiction of the consul-general at Canton and the French consulate is resident at Lungchow.



18.—PROVINCE OF YUNNAN

(Yunnan—"South of the Clouds")

PHYSICAL

Area.—108,000 square miles. This area is a little larger than New Zealand, which is 104,015 square miles.

Population.—11,000,000 (102 per square mile; New Zealand's population is 14 per square mile). There are thirty-seven Protestant mission centres, and numerous Roman Catholic centres.

Climate.—There are three distinct zones. The low lying country of the north-east is hot, damp and unhealthy. In the western and south-western districts, the climate of the rest of the province is remarkable as it is probably the most equable in the world. The mean temperature ranges from 60 to 70 degrees, the extremes being 28 to 82 degrees. The dry season extends from September to the middle of May, and all day long the country is bathed in a clear and sunny atmosphere.

Racial Types.—Chinese and various tribes are scattered over the province. The Shan tribes are most numerous; then the Kachins, Miao and Liso.

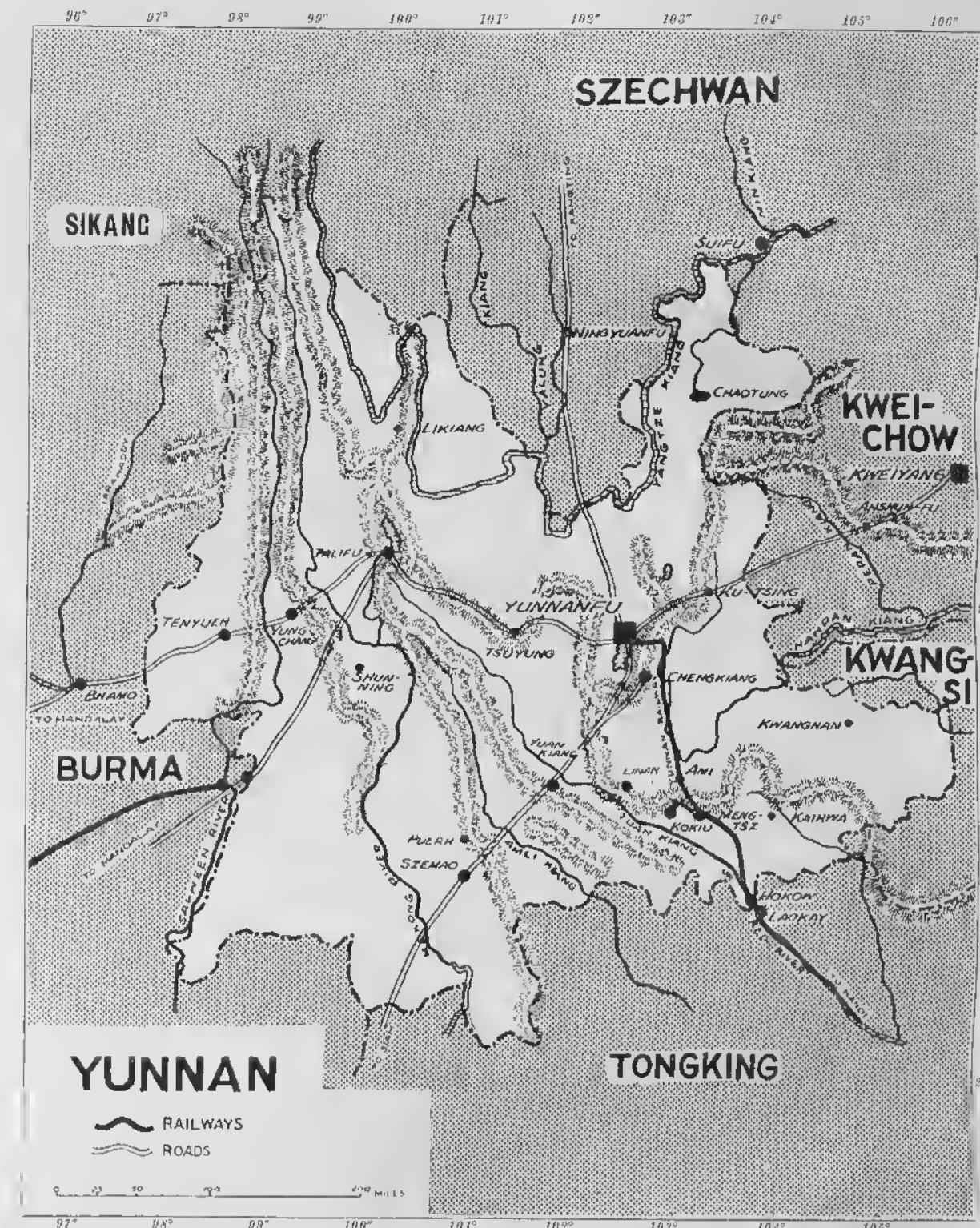
Language.—Western Mandarin is spoken by the Chinese. Each separate tribe has its own dialect.

Cities

YUNNANFU (KUNMING), situated on a fertile plain, is the capital of the province. The city consists of two parts. The inner city is surrounded by a wall and with the growth of importance of the city an outer city has been built outside the city walls. The foreign settlement is in the southern suburb of the outer city, and came into existence with the opening of the Yunnan Railway. Yunnanfu has witnessed several Mahomedan rebellions, and during the Mahomedan war (1856-1872) the city withstood three sieges, but these troubles depopulated it. An aviation military college, Government offices, schools and a wireless station are established here. Peaches grown in the district are noted for their fine flavour.

TALIFU (TATA), north-west of Yunnanfu, is the largest city in this area. It is on the shores of Erh-hai, 6,900 feet above sea level. The Mahomedan war (1856-1872) and the plague (1872-73) destroyed the city. A further calamity befell Talifu in 1925, when it was nearly destroyed by fire, caused by an earthquake, and the death toll numbered 5,847.

MENGTSZ, a treaty port, is on the Yunnan Railway 3,500



feet above sea level and is due south of the capital. It was opened to foreign trade in 1895. Tin, zinc, lead, antimony, goat-skins, opium and pigs are its exports. Tin, however, is regarded as its principal product and the ore is obtained from the Koshu mines, twenty miles to the west of the city.

SZEMAO, the second treaty port of the province, is situated in a fertile plain. The famous Pu-erh tea is grown in this district and, together with opium and cotton, ranks as the main export of the city.

TENGYUEH (TENGCHUNG) the third treaty port, is close to the western frontier and serves as the entrepôt between the province and Burma.

CHAOTUNG, situated in the north-eastern corner, is a walled town of 30,000 inhabitants and is 7,000 feet above sea level. It is another of Yunnan's cities that has suffered during the Mahomedan rising. It is still important as a trading centre of the north-east. Copper and coal mines are



MAP OF CHINA SHOWING YUNNAN

worked, but stock-farming and agriculture are the major occupations of its people. The plains of Chaotung produce large crops of maize, poppy, oats, barley, buckwheat and potatoes, besides rice along the banks of the many small streams that descend from the surrounding hills and unite in the Chaotung River below.

Rivers

The greater part of the northern boundary is formed by the Yangtze-kiang, which is known here as the Kinsha-kiang, which means the Golden River. It is called this because of the gold-bearing sandy bed of the river in this district. The Yuan-kiang, or Red River, rises south of Lake Erh-hai and flows south-eastwards. The Mekong enters the province in

the north-west and flows southward. The river passes through steamy jungle-clad valleys and parts of it are extremely deep. The Salween is parallel to the Mekong, but keeps generally to the western boundary.

Mountains

The eastern half of the province is a vast plateau from 6,500 to 10,000 feet in elevation. In the western half high narrow ranges extend south from the highlands of Tibet, running parallel to each other like the fingers of the hand, and separated by deep gorges in which run the three great rivers. Many of the passes over these ranges attain an altitude of 11,000 feet. Their spurs extend south into Tongking.

Forests

Yunnan is the richest of all China's provinces in forests. At low altitudes, the country is covered with vast jungle belts and higher up fir, pine, alder, oak, and chestnut trees thrive. The western and south-western sections contain extensive tropical jungles, while on the eastern plateau forest lands are to be found.

Fauna

Since the country is well wooded, both animal and bird life is plentiful. On the high mountains of the north-west the takin makes its home and tigers, elephants and panthers are among the larger game of the jungles in the far south. Egrets are very common in the Mengtsz plains. Golden and silver pheasants are found everywhere.

Boundaries

Burma bounds the western frontier; south of the province is the province of Tongking of French Indo-China; Kwangsi and Kweichow are the two provinces on the eastern frontier and the Yangtze-kiang divides Yunnan from Szechwan and Tibet in the north.

COMMUNICATIONS

Roads

Yunnanfu is the hub of all trade routes. A road runs to Talifu, where it branches into separate roads leading to Mandalay. A north road goes to Szechwan province and then north-east to Kweichow in Kweichow province; both of these roads pass through mountainous country. A southern road connects the province with Siam. Owing to the mountainous nature of the province there are very few roads suitable even for cart traffic. Goods are carried mostly by pack-animals and human beings. A few miles of motor roads have been built in the vicinity of Yunnanfu. A motor road is being constructed between Yunnanfu and Talifu, and sections of it have already been completed.

Rivers

The mountainous nature of Yunnan creates the narrow gorges down which the rivers dash, which are in most cases too swift for safe navigation. The Red River is navigable for junks between Mauhao and Hokow, which is on the frontier of Tongking. Junks sail on both of the lakes Tien-hu and Erh-hai. The lower reaches of the great rivers are crossed by ferry, but on the upper reaches the only method of crossing is by the famous double rope bridges. These consist of a separate rope suspended across the river from a higher to a lower level, according to the direction to be crossed. Over these ropes slide wooden tubes to which are fastened humans, animals, and goods which slide down the rope at a terrific rate, and are then hauled up the rest of the distance.

Railways

The Yunnan Railway. The line comes from Haiphong on the coast of the Gulf of Tongking, enters the province at Laokay and runs to the capital, a distance of about 300 miles. It was built by a French company, to which it belongs, and certain parts of it are among the scenic wonders of China. Additional lines, which are under consideration are (1) Yunnanfu to Nanning, capital of Kwangsi, (2) Yunnanfu to Suifu in Szechwan and (3) Yunnanfu to Canton.

It was not until the Yunnan Railway was built that the province was opened to foreign trade. In the autumn of 1903 all obstacles between the French and Chinese were removed, and building operations were started in that year, but the line was not open to traffic until 1910. The difficult country through which the line passes has often caused trouble, landslides and washouts, caused by heavy rain, have often broken the line. The railway leads through Mengtsz and up to Yunnanfu and these two cities are the only ones in which foreign trade prospers.

INDUSTRIES

Agriculture

Yunnan is one of the few of China's provinces, the wealth of which may be said to lie in its minerals rather than its agricultural products. Nevertheless the inhabitants rely on their crops for local consumption, and some products such as opium and tea still find markets especially the former, which even to-day is a very remunerative crop. Cultivation is mainly confined to the flats but where the density of the population is large hillside cultivation is also put into practice. Rice is the staple food

of the inhabitants and in the majority of years sufficient quantity is not grown to meet the demand consequently the poorer peasants live on maize. The chief rice growing districts are at Szemao, where irrigation schemes are used for watering the fields. The natives in the Tengyueh also produce rice. Tea is perhaps the next crop of importance, the species grown being the well-known Puerh tea, which is chiefly grown in the areas to the east of the Mekong river. The greater part of the crop is sent north to Szechwan Province though a portion always finds its way down to Hongkong. Silk rearing has also been encouraged and the mulberry tree was introduced at the beginning of the century to build up the silk industry, which optimists thought would soon be flourishing. The lack of initiative of the part of the inhabitants however has not advanced the industry to the extent that was at one time anticipated. Wheat, though not an important crop, grows extremely well in the highlands of Yunnan, Yungchow being one of the wheat producing districts. muin soil at the higher altitudes is also suitable for barley and beans, though here again they are not extensively cultivated. Cotton is grown on the banks of the Salween and in the Laking district. Although modern appliances have not been introduced for the production of cloth, in every hamlet throughout the land primitive cotton spinning machines are to be found.

Manufactures

A tannery has been set up at Yunnanfu and the leather is made up into saddles and boots. Cotton spinning is carried on by primitive methods, but the cloth produced is of a poor quality. The opium industry, in spite of restrictions imposed on it, is still a flourishing trade, and it is no uncommon sight to see large caravans transporting the drug. Yunnan hams are exported and are some of the best to be had in China.

Articles are manufactured from the various minerals.

Mining

Yunnan is considered to be the most wealthy province in minerals, but the scarcity of the population and the refusal of those in authority to accept advice from foreigners or to allow foreigners any mining concessions, limits the supply. The only mineral mined to any large extent is tin. Coal deposits are numerous and are worked by hundreds of small shafts; when the natives encounter water difficulties they close the mine and develop a new one. The French railway authorities often have made suggestions to the Yunnan Government to extend a branch line to coal mines in the vicinity of the railway, but these advances have always been met with suspicion by the inhabitants, who suspect the ultimate designs of the French. Copper mining is one of the older industries of Yunnan. In the past the bulk of the metal used for currency and other purposes in China and Burma, came from the province. The methods of extraction and smelting are primitive. Lead, antimony, zinc, salt, platinum, sulphur, petroleum, alum, nickel, gold, iron and silver deposits exist in different parts of Yunnan, but none of them have been properly developed. The marble quarries near Talifu are famous throughout China, owing to the curious staining of the marble, of dark green and reddish brown, which bears a strange resemblance to pictures of trees, scenery and so forth. The marble is split into thin slabs which are used in panelling and for furniture.

FOREIGN AFFAIRS

Diplomatic

The following have representations stationed at Yunnanfu:—America, consul; France, consul, and vice-consul; Great Britain, consul.



A MIAO VILLAGE

Yunnan is China's second largest and one of its richest provinces. A large proportion of its population is aboriginal, the Miao and Lolo being among the most numerous of its several tribes.

19.—MANCHURIA (Manchoukuo)

19.—MANCHURIA (MANCHOUKUO)

45

Area.—Manchoukuo is made up of four provinces. It declared its independence on March 1, 1932, the name Manchuria being changed to Manchoukuo. No country, except Japan, has yet recognised Manchoukuo. The four Provinces of Manchoukuo are Liaoning, Jehol, Amur and Kirin. The total area is 460,381 square miles. Amur Province is the largest, with 224,944 square miles; next is Kirin with 103,379 square miles; then comes Liaoning with 71,508 square miles and lastly Jehol, 60,550 square miles. The Union of South Africa with 471,917 square miles is about the same size as Manchoukuo, which is twice the size of France.

Population.—The total population of Manchoukuo is 34,244,980, which works out at a density of 74 per square mile. Although Amur Province is by far the largest of the Manchoukuo Provinces its density is only 23 per square mile; that of Jehol is 77 per square mile. The density of Kirin is not much more, being 89 per square mile, while Liaoning is quite thickly populated with a density of 212 per square mile. The density of the South African population is only 17 per square mile and that of France 329 per square miles. There are six principal Roman Catholic and 33 Protestant mission centres.

Climate.—The climate of the four provinces is greatly influenced by the Mongolian desert. In winter it is very cold and the season generally lasts for nearly six months; along the banks of the Amur River very low temperatures have been recorded. The summers are warm and short; in the south, in Jehol and Liaoning Provinces it is often very hot, but further north the temperature is more moderate. Strong winds often blow in the spring and sometimes terrific winds come from the Mongolian desert. The air is dry and in winter the climate is very bracing.

Racial Types.—The original inhabitants of the Province are the Manchus and Mongols. These people are found in the inner mountainous regions; on the plains around Sanshing and Ninguta in Kirin Province; and in Hailar, Amur Province. There has been and still is a large immigration of Koreans into Manchoukuo, especially the south-east in the Tumen valley, who have developed regions looked upon by the Chinese as hopeless for cultivation. The Chinese form the bulk of the population and there has always been a steady annual influx, principally from Shantung.

Language.—Northern Mandarin is the language chiefly used in Manchoukuo, but the Mongolian

written language, used by Manchus and Mongols, is still of sufficient importance to necessitate the publishing of all official documents in both Mongol and Mandarin. Manchu, now a dead language, has 36 letters in several forms. The Mongolian alphabet has 24 characters, and, like arabic, most of the letters have different initial, medial, final and detached forms. It reads from top to bottom, like Chinese, but from left to right, the characters forming words as in English.

Cities

CHANGCHUN (KWANCHENGZHE) on March 9, 1932, was proclaimed to be the capital of Manchoukuo, and its name has been changed to Hsinching, meaning the "New Capital." The city is chiefly engaged in a busy exporting trade in furs, beans, and tobacco. These products are exported to the outside world through the ports of Newchwang (Yingkow) and Dairen. The city is in an important position, being at the northern terminus of the South Manchurian Railway and at the southern terminus of the Chinese Eastern Railway.

MUKDEN (SHENYANG) is the capital of Liaoning Province. The city is one of the largest and most prosperous in Manchoukuo being the headquarters of the South Manchurian Railway, which has many other commercial concerns besides that of a railway company. The city was one of the strongholds of the Russians during the Russo-Japanese War, and eventually surrendered to the Japanese after the most decisive battle of the war had been fought outside the city. There are several interesting historical remains in the city which attest the former greatness of the Manchus. Mukden lies at an important junction of five railways and is the chief centre of the tobacco industry of Manchoukuo. Factories are established for the spinning and weaving of hemp, silk and cotton. Mukden, now a modern city, is equipped with electric trams and lights; the streets are kept in good condition, and an aerodrome now serves this busy centre.

KIRIN (YUNGWU) the capital of Kirin Province, is on the left bank of the Sungari River, the surrounding district being heavily timbered. Gold mines lie close to the city. Tobacco and furs are its main exports. The city is the highest navigable point on the Sungari and this has fostered a ship-building trade, which is one of the old industries of the city.

TSITSIHAR (LUNGKIANG) the capital of Amur Province, lies on the Tsitsihar-Keshan railway, which connects the city with the Chinese Eastern Railway. A fair trade is done in furs with Mongolia.

The city has an aerodrome. Tsitsihar lies on the left bank of the Nonni River.

CHANGTEH (JEHOL) is the capital of the newly formed Province of Jehol. The City used to be the country seat of the Imperial House, and contains several monasteries, the principal of which was built in 1780. Stone, timber and fruits are the principal exports.

KUPEHKOW owes its importance to its position on the Peking-Changteh road. It is at the Great Wall and is the gateway to and from Manchoukuo.

DAIREN lies on the South Manchurian Railway and is on the Liaotung Peninsula in Kwangtung Territory. It is the best treaty port in Manchoukuo and is ice-free during the winter. Under the Japanese, the skeleton of the city commenced by the Russians has developed into one of the most modern and well-managed ports of the Far East, being second to none but Shanghai. In spite of adverse conditions during the last few years, the import and export trade has been making headway; good roads run through the city, which is furnished with electricity, electric trams, gas, telephones and is connected with Japan both by regular steamers and by a weekly air service. Dairen is the principal soya bean centre of Manchoukuo; Many mills have been established for crushing purposes and for turning out bean products which are exported to all parts of the world.

HARBIN (PINKIANG) on the northern frontier of Kirin and also on the right bank of the Sungari River, is an important northern commercial city. The city is composed of different expanded settlements and is the railway centre of North Manchoukuo. There is still a large river trade carried on in the summer months. The Government of Manchoukuo has decided to electrify the whole of the country and for this purpose sixty companies are to be formed with a capital of one hundred million dollars. Harbin is to be the chief northern electrical centre and Fushan the centre in the south. Electric trams run in the city and flour mills and bean factories are in operation.

PORT ARTHUR is an important naval base which was held by the Russians, who provided the port with an anchorage for battleships in the western harbour. The surrounding hills of the port were well fortified, but after nine months siege in the Russo-Japanese War the port fell. Although Port Arthur is still a naval base, a new branch of the city has sprung up which is a busy commercial centre, and government houses, schools, a university and hotels have been built. The port is ice-free and is in the Kwangtung leased territory.

NEWCHWANG (YINGKOW) opened to foreign trade in 1864, was the first treaty port and for many years the only port of Manchoukuo. There are two separate cities of Newchwang; Old Newchwang and Newchwang itself, now called Yingkow. Old Newchwang was the original port opened to foreign trade, but foreigners, finding Yingkow more convenient, christened it Newchwang and developed the trade of that port. Old Newchwang is about thirty miles higher up the Liao River than Yingkow. The river freezes over during the winter and navigation is suspended from December to March. Schemes have been proposed for keeping the port opened longer by using ice-breakers. The principal exports of the port are beans, jute, bean-oil, salt, peas, scsamm seed, and coal. There is quite a large fishing industry.

FUSHAN is the site of important coal mines owned by the South Manchurian Railway. Over 11,000 Chinese are employed in the mines, which are connected to the Manchurian Railway by a special line.

HUNCHUN in the east of the Province, is a treaty port where agriculture is the main industry. Mineral deposits near Hunchun should develop now that the city is connected to the coast by railway, which was completed in 1930. Beans, millet, wheat, and timber are the exports of the city. Cotton piecegoods, kerosene oil, sugar, spirits of wine, matches, and flour are some of the main imports.

SANSHING, in the northern central boundary of Kirin, is a treaty port opened to foreign trade in 1907. It is on the right bank of the river and possesses a large fishing industry.

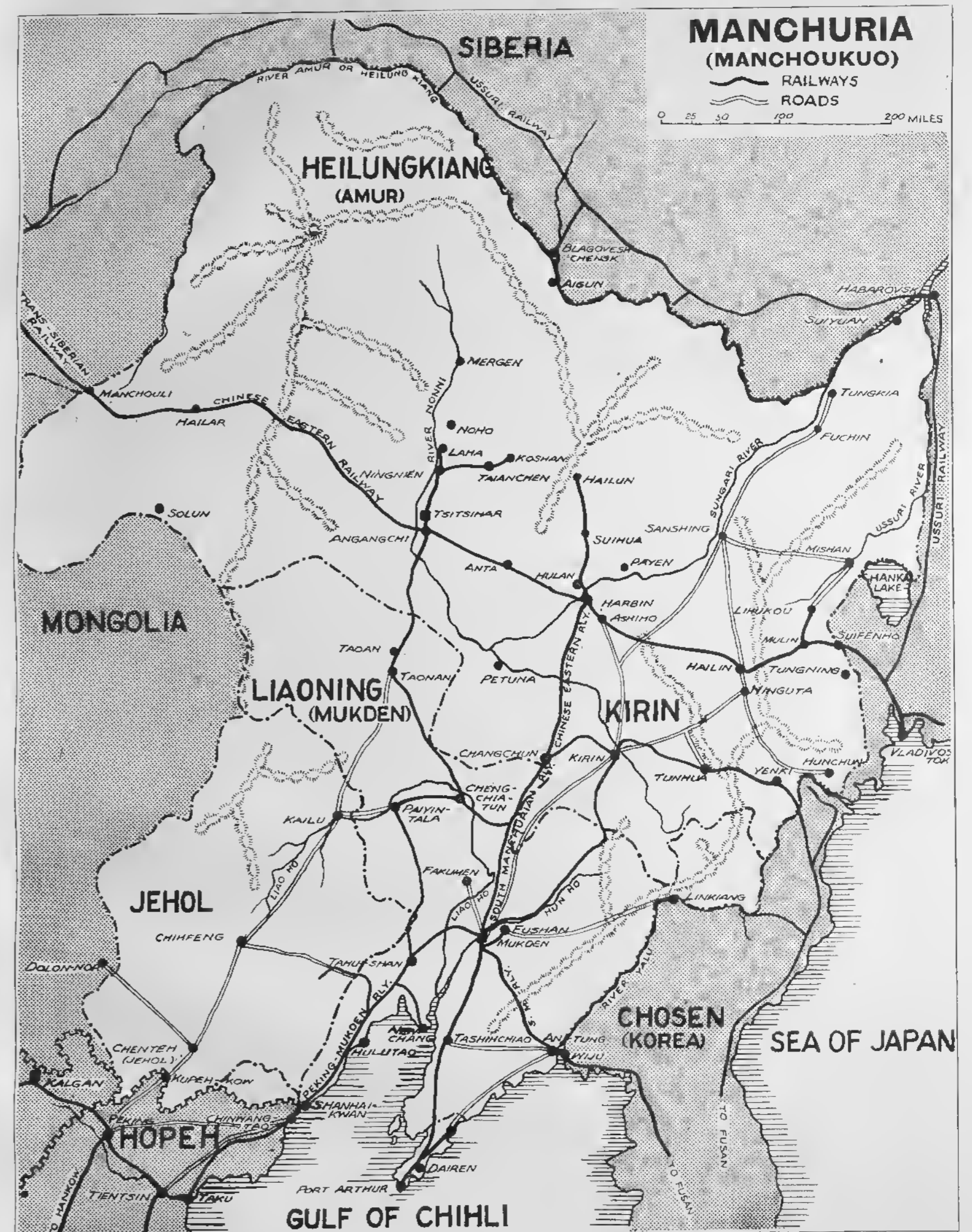
SUIFENHO, on the eastern boundary of Kirin Province, is a treaty port. It lies at the terminus of the Chinese Eastern Railway, which is connected to Vladivostok by a branch line of the Ussuri Railway.

AIGUN, in the north of the Province of Amur, carries on a fur and wood trade with Siberia.

MANCHOULI, on the north-western frontier of Manchoukuo, is the western terminus of the C. E. R., where it joins the Trans-Siberian Railway. Passports are examined here.

MERGEN (NUNKIANG) lies on the upper reaches of the Nonni River and is the junction of several roads.

ANTUNG, situated some thirty miles from the mouth of the River Yalu, was first opened to international trade in 1903. The port is in a remunerative position being close to Chefoo, Dairen and the ports of Chosen (Korea). On land it has distinct advantages over other cities in its railway



communications. The South Manchurian Railway brings it close to Mukden, while across the River Yalu, which is spanned by a magnificent railway bridge 3,097 feet long, consisting of twelve spans, communication is established with the larger cities of Korea. Timber was formerly the main trade of the port but now the surrounding mountains have been denuded and this trade has been replaced by silk filatures and factories for turning out the various soya bean products. As a port it will never rise to great importance until some successful method is found for dredging the channel, which is constantly sifting up. Many attempts have been made but so far there has not been much progress.

Rivers

The Amur River is the largest in Manchoukuo and forms the northern boundary between Manchoukuo and Siberia. The river rises in the Mongolian plateau and describes a semi circle around the northern boundary; its total length is 2,920 miles. The second largest river is the Sungari River, which forms the boundary on the north between Amur and Kirin. The river rises in the Changpai Mountains and flows in a north-westerly direction until it meets the Nenmi River, north-west of Petuna, where it makes a right-angle bend and flows in a north-easterly direction, finally running into the Amur River at Tungkia. The Liao River is one of the most important of all the Manchoukuo rivers, being navigable and flowing through thickly populated country in Liaoning Province. The Yalu River rises in the Changpai Mountains and flows along the south-eastern boundary of Manchoukuo. The Ussuri River flows in the opposite direction to the Yalu and forms the remainder of the south-eastern boundary.

Mountains

There are three main mountain ranges, though the whole of northern Manchoukuo is hilly. The three ranges are the Great Khingan Range, the Little Khingan Range and the Changpai Mountains. The Great and Little Khingan ranges meet in the north of Manchoukuo; to the south the distance widens between them into a plain of remarkable fertility. The Changpai Mountains on the south-eastern frontier rise to a height of 6,000 feet.

Forests

Both of the Khingan ranges are well timbered. In Kirin the northern part of the Changpai mountains is heavily timbered, and sections of the Sungari river also have good forest land, especially between Sanhsing and Harbin. The mountains bounding the Mutan river, a tributary of the Sungari river, are well covered. The upper reaches of the Yalu river still retain their forest riches, though most parts of Liaoning Province

have been depleted. The estimated area of forest land on the Great Khingan Range is 34,308,608 acres and that of the Little Khingan 24,506,889 acres. These two areas are far ahead of any other district, the Sungari valley with 3,521,146 acres being next to the Little Khingan Range. The trees are coniferous and deciduous; of the former there are several varieties, chief of which are the Korean pine, which often grows higher than one hundred feet. Fir and spruce are both common. Oak (of which there are several types), elm, birch, lime, walnut, poplar, acacia and maple are among the common deciduous trees. In the Khingan Ranges larch, birch, red and Siberian pine, and yellow and black alders are the common trees of the district.

Fauna

Excepting Liaoning Province, all the provinces of Manchoukuo are sparsely populated and each has fairly extensive areas of forest land, which provide a home for the many species of animals that exist. In the north, the Siberian tiger, black and brown bear, fox, wolf, wild boar, elk, marten, otter, sable, skunk, muskrat and several species of the deer family are found. Sanhsing is one of the best sable districts. Mukden is the chief fur-exporting city of the country.

Birds are also common; among the game birds are bustards, geese, ducks, pheasants, quails and snipe, which are annually shipped by cold storage to different parts of the world. Several varieties of partridge are found, but these birds keep to special localities. Mallard is quite common.

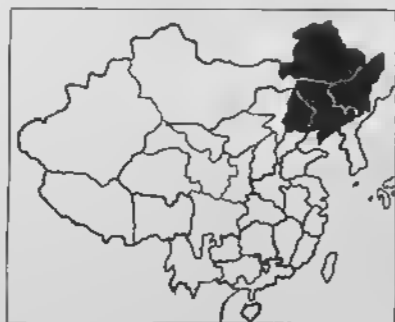
Fisheries

The fishing industry was not developed until the Japanese came to Southern Manchoukuo. Since then in the leased territory the industry has steadily grown and in 1930, the value of the annual catch was estimated at 3,848,214 yen. Fresh water fisheries have also developed and many natives work the larger rivers, the annual catch being some 1,100,000 pounds.

COMMUNICATIONS

Roads

The southern Provinces, Liaoning and Jehol, are supplied with roads, and Kirin Province is not too badly off, but communication in Amur is not good. Mergen, in northern Amur, is the junction of two roads



MAP OF CHINA SHOWING MANCHOUKHO

from Siberia. From Mergen the road runs southwards to Tsitsihar, which is connected to Peiping by an old road in a south-westerly direction. Harbin is connected to Kirin and Changchun by cart roads. Kirin is linked to Mukden, which is connected to Fakumen by motor road. All the larger cities of Manchoukuo have good roads, but there is still a lack of highways connecting the large towns.

Rivers

For traffic purposes the Liao River is navigable for nearly two hundred miles for small native craft, but in winter it is frozen over. The Yalu River is navigable for ocean liners for some thirty miles; large native junks can ascend 350 miles up the river and small craft still higher. The Sungari River is navigable up to Kirin. 1,500 miles of the Amur River are navigable. The Ussuri River is used by boats as far as Lake Hanka.

Railways

Railways form the main lines of communication in Manchoukuo.

1. The South Manchurian Railway, one of the most important lines of the country. The Company has two main lines; the Dairen-Mukden line and the Antung-Mukden line.

2. The Chinese Eastern Railway. Its southern terminus is Changchun, whence it runs to Harbin, where the main line crosses the country from Manchouli in the north-west to Suifenho on the eastern boundary. At Manchouli connection is made with the Trans-Siberian Railway and at Suifenho with the Ussuri Railway to Vladivostok.

3. The Peking Mukden Railway crosses the frontier at Shanhaikwan. Other railways are the Taonan-Angangchi Railway, Taonan-Solun Railway, Kirin-Mukden Railway, Sipingkai-Taonan Railway, Kirin-Changchun Railway, Kirin-Tung-hua Railway, Tienpaoshan-Tumen-Railway and the Tung-hua-Tumen Railway.

INDUSTRIES

Agriculture

Manchuria's principal crop is the soya bean. Kaoliang is not grown in such large quantities as formerly, but nevertheless it is an important crop, being the staple food of the natives of the country. The other crops are hemp, wild silk, raw cotton and tobacco. Wheat is an important crop of the northern Provinces. Horses and ponies are still bred in large numbers, there being quite a large export of the latter to Shanghai. Other domestic animals are sheep, hogs, cattle, mules and donkeys.

Manufactures

Dairen is the chief bean oil producing city in Manchoukuo. The distilling of a native spirit

from kaoliang is an important industry and is chiefly carried on in Kirin Province. Several breweries and vodka distilleries are established, the main centre being at Harbin. Flour mills are maintained in the main centres at Harbin and Changchun. The tobacco industry is fostered by large tobacco concerns of China; factories are established at several of the larger cities, Mukden being the chief centre. The spinning and weaving industry is old and has been carried on in the farming homesteads for centuries; Antung under Japanese guidance has developed into the main spinning and weaving centre of the country. Hemp is used for manufacturing bags and for packing soya beans for transport. Several cotton factories exist. Wool and camel hair is principally exported in the raw state.

Mining

Several different minerals are found but the largest mines are of coal and iron. These mines have been extensively developed in the south, but it is believed that large deposits which remain untouched exist in Amur Province. The coal deposits of Manchoukuo are estimated at 1,700,000,000 tons, the two largest beds are at Fushun and Yantai and are both owned by the South Manchurian Railway Company. The gross annual output of the mines is 7,000,000 tons. An important mine is located on the Antung-Mukden Railway some 47 miles out of Mukden where the annual output is some 400,000 tons. Another coalfield on the Talushan-Paiyintala Railway produces 750,000 tons. In northern Manchoukuo most of the operated coalfields are on the C.E.R. The Dalainor mines in the north-west produce 200,000 tons, and the Muling mines a similar quantity in the east section of the C.E.R. Mukden Province is where most of the iron mines are found; the deposits are estimated at 400,000,000 tons. Several gold mines exist in Kirin Province. The manufacture of salt is a large industry, especially in the southern coastal ports of Manchoukuo.

FOREIGN AFFAIRS

Representation

Consular representatives of foreign countries are resident at the following ports:—

Antung.—France and Japan; **Dairen.**—America, Finland, France, Great Britain, Netherlands and Sweden; **Mukden.**—America, France, Germany, Great Britain and Japan; **Harbin.**—America, Belgium, Denmark, Estonia, France, Germany, Great Britain, Italy, Japan, Latvia, Netherlands, Poland and Portugal; **Newchwang.**—France, Great Britain, Japan, Netherlands and Norway. The Liaotung peninsula is administered by the Kwangtung Government.

PHYSICAL

Area.—270,219 square miles. This vast territory is only slightly smaller than that of the Japanese Empire, which is 263,359 square miles. The area of Sikang is smaller than that of its northern neighbour, which is 177,395 square miles. Sweden is 173,157 square miles. At one time Tsinghai, then known as Kokonor, was a far larger territory. It included part of the present Sikang Province and was then regarded as one of China's outer territories. In recent years the National Government renamed this country Tsinghai, at the time same reducing its area. Sikang on the other hand has only come into existence recently; part of its present eastern section being previously known as Western Szechwan. The first name given to Sikang Province was Chuanpien.

Population.—The population of Tsinghai is estimated at 6,195,000; the density per square mile is 29. The density of the population of the Japanese Empire is 348 per square mile, while the Afghanistan population is 21 per square mile. Sikang is a more densely populated province having 8,906,000 inhabitants; making the population per square mile at 50.

Climate.—The mountainous nature of Tsinghai and its high altitude makes the atmosphere of the province very dry. The climate is severe in winter especially in the south-western corner toward the Tibetan border. In the flatter Kokonor region high temperatures are recorded in summer but in winter when the northern winds sweep down, the temperature is low enough to freeze the Kokonor from middle November to the end of March. Sikang being in a semi-tropical zone has a vastly different climate. In the deep valleys which intersect its mountain ranges the climate is extremely humid. Autumn is the healthiest period when cool mountain breezes blow down from the mountain side making even the deep valleys bearable. In winter the thermometer sinks fairly low but seldom reaches freezing point in lower lying areas. On the mountains however snow is frequent, and several of the higher peaks, at 20,000 to 25,000 feet, are continually covered. Rain falls heavily in May and June.

Racial Types.—By origin the people are probably Tibetans, but to-day they are classified under different names in various localities. Mongols are found to the west and north of the Kokonor in large numbers. Sikang has its population of aboriginal tribes, the principal are the Miao and Lolo; but the Chinese are not found in great numbers in either Province except in the larger

20.—TSINGHAI AND SIKANG

cities and trading centres. The Mongols of the Kokonor district, also known as the Oluths, are not a robust race and are the continual source of plunder for their more powerful neighbours the Kara Tangutans.

Cities

SININGFU, the capital city of Tsinghai, was formerly in Kansu Province. It is situated in the north east of Tsinghai and is high walled city said to contain a population of some 15,000. This includes a garrison on paper of 3,000 but actually the garrison does not exceed 1,500 men. The majority of the population are Moslems, distinguishable from the remainder by little caps. The city is deserted except on market days. It lies at an altitude of 7,400 feet at the bottom of a valley, where crops are grown. The chief occupation of the inhabitants not employed in agriculture is saddlery, felt making and trade in hides, skins and furs. Carpenter's shops displaying coffins are numerous. The people here are chiefly horse men, herdsmen or hunters. Wheat, barley and millet are the three main district crops.

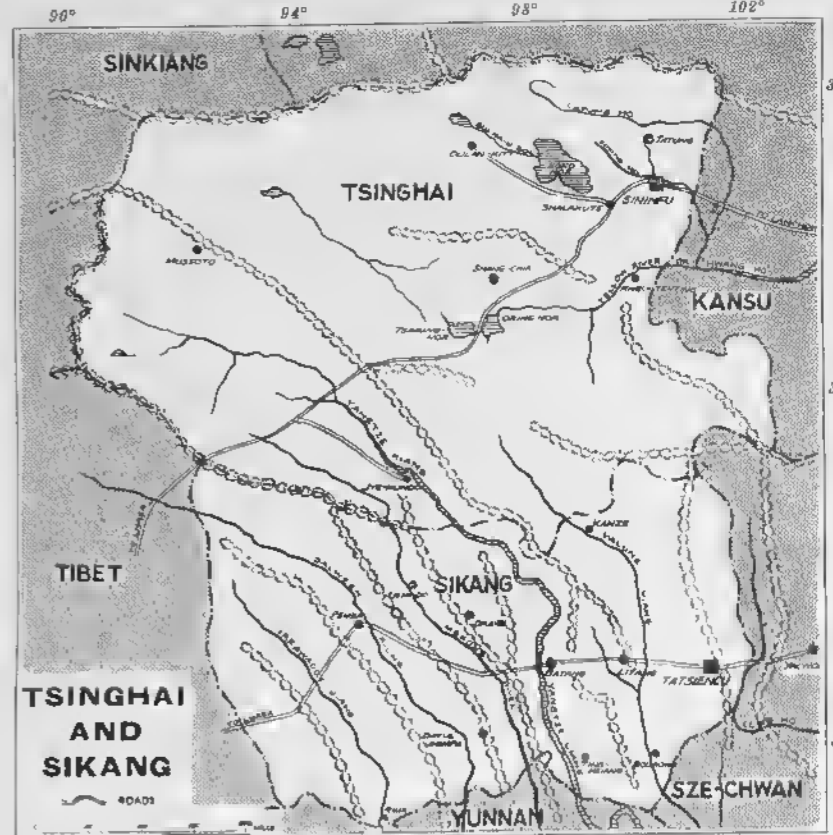
JERKUNDO, lies in a mountainous district at 12,460 feet. Although not a large city it is of great strategical and commercial strength and importance. It lies at the junction of numerous caravan trading routes from Mongolia, Sining, Labrang, Gumpa, Songpaning, Tatsienlu, Chiumdo, Batang and Lhasa. The city is well known for its monastery, and only a few Chinese and Mongols live in it. The Tibetans are the main inhabitants of the city. A considerable trade is maintained between the Tibetans and Chinese: furs, yaks, sheep skins, musk, gold, dust, stag horns, rhubarb and wool being exchanged for cotton, flour, tea, vinegar, brandy, tobacco, porcelain, copper and hardware. The occupation of the people in the city are saddle making and tent manufacturing. Yaks and sheep, though not many of the latter, are the livestock of the district.

CHIAMDO, is of importance as it lies at the head of two trade routes and some Chinese reside there for commercial purposes. Silk fabrics, cotton piece goods and household articles are the requirements of the inhabitants.

TATSIENTLU, (KIANGTING) on the eastern central borders of Sikang Province, is an important trading centre and its existence is due to its position on the Lhasa caravan route from Szechwan Province. Litang and Batang the other two large centres of this Province are both of a similar importance lying on the same trading route. The chief commodity passing through these towns from Szechwan to Tibet is tea.

Rivers

Tsinghai is a dry region and rivers are few. The source of the Yellow river is believed to come from the



Oring Nor, one of the large central lakes of the Province. The Kokonor is often referred to as a sea, situated at an altitude of some 10,500 feet on which no boats are seen. The lake is some 200 to 230 miles in circumference. The water is salty to drink. It abounds with fish but few fishermen are found on its banks. Sikang is mountainous, furrowed by deep river gorges. It is through this province that some of the great rivers of China and India flow, such as the Salween, the Yangtze, the Irrawaddy.

Mountains

The majority of Tsinghai is mountainous. Around the lake both the northern and southern banks are lined with high ranges but to the east and west the country is flat, the mountain ranges being some way from these shores. The whole of the western side and the southern is rugged and high into Sikang Province where there are heights of 20,000 feet and 25,000 feet. Some of these peaks are perpetually snow-bound. Eastern Sikang is not quite so mountainous and in some districts the valleys widen out sufficiently to permit the cultivation of crops.

Forests

While Tsinghai is practically devoid of all forest country, the country in the north consisting of vast tracts of grassland and in the south of bare mountainous slopes. Sikang is rich in timber. The latter province lies nearer to the equator and the soil towards the base of its mountain ranges is fertile, the valleys being exceptionally rich. Many of these ravines and lesser slopes are covered with large pine covered areas.

Fauna

Both provinces abound in game. In Tsinghai wild asses, gazelles,

antelopes, and wolves are plentiful, while foxes, of a smaller variety, rabbits and hares are common. The wild yak is found in several localities and even wild camels have been seen. Sikang, also, is a hunter's paradise, where some of the rarer game of China, such as the takin and goral make their homes. The tiger haunts the warmer southern valleys and bears are also not uncommon.

COMMUNICATIONS

Tsinghai has several old caravan routes passing over its mountain ranges. The most important of which comes from Peking through the northern provinces of China to Sining and from that city the trail takes a south-westerly direction across Tsinghai to Lhasa. In Sikang there is but one important route which passes through the main cities of Tatsienlu, Litang and Batang on to Lhasa. The rivers of both provinces are absolutely unsuitable for navigation purposes and neither have yet been penetrated by railways.

INDUSTRIES

Farming is of importance to both provinces, for feeding the population. In Tsinghai the most important areas are to the north and around the Kokonor. Crops such as barley and millet are cultivated but the land is primarily used as pasture for live-stock. Sikang has only a few fertile valleys; maize and wheat are cultivated up to 10,000 feet and barley, oats and beans up to 13,000. The manufactures of both are negligible. Transportation difficulties has damped all enthusiasm for the developing or prospecting of mines.

(The name is derived from the words *Meng Ku*, which is a Chinese version of the name given by the inhabitants to themselves.)

PHYSICAL

Area.—This country is generally divided in two, Outer Mongolia to the north of the Gobi Desert and Inner Mongolia to the south of the desert. The boundaries of the country have been changed many times but at present besides the Gobi desert area, Mongolia also includes the Provinces of Suiyuan and Chahar in the south-east. Jehol was also included a few years ago but it has now been annexed and added to Manchoukuo. In the north-west are the territories of Kobdo and southern Altai, the latter district is composed of the Altai mountains. It is difficult to obtain an accurate estimate of the territory but it is round about 1,307,050 square miles. The area is approximately eight times the size of Germany.

Population.—1,490,000. A very small population for so large an area. The density per square mile is .8 and even the population of Iceland is thicker per square mile, being 2.6.

Climate.—The Mongolian climate is a rigorous one. The atmosphere is extremely dry and seldom does rain or snow fall. In the winter the icy north-westerly Siberian winds sweeping across the high plateaux gives the

whole country a bitter and bleak appearance. The country remains snow bound right up to the middle of May. Some rain falls in spring but not sufficient to lay the dust. At this time of the year terrific dust storms blow off from the Gobi Desert filling every human dwelling with dust particles. The summers are hot and the autumn months very similar to the spring. In the Gobi Desert itself, the constant unclouded sky, the bare saline soil, its high altitude and the wind swept plateau make it one of the coldest regions in the whole of Asia. The summer is the exact opposite, the sun burning down from a cloudless sky making travelling practically impossible. The word Gobi in Mongolian means literally, a waterless barren plain almost devoid of grass.

Racial Types.—The Mongols are without exception a purely nomad race, the purest descendants of which to-day are the Khalkas, found in Outer Mongolia. These people have broad flat faces with high cheek-bones and wide nostrils, narrow eyes, large prominent ears and coarse black hair. Little hair grows on their faces and their complexion is dark and sunburnt due to the

open air life they continually lead. They are stoutly built bowlegged people, who live in the saddle on the camel. They consider it degrading to walk and although they are capable of covering large distances in the saddle they soon become exhausted if they have to travel far on foot. These people live in yurts, a felt tent, which are round with a convex roof, to allow the smoke to escape from the hearth which is continually kept alight for brewing tea, the favourite drink of the nation. The dimensions of the average yurt is 12 to 15 feet in diameter, the sides are of wooden lath bound by hide ropes. These homes are easily pulled down and set up again when fresh pastures are sought for the cattle, the sole occupation of the people. The

pride of the Mongol is his horse, his saddlery is as elaborate as he can afford, many being heavily embossed with silver. Like the Tibetan, the Mongol never washes: in fact he dreads water and damp of any kind. He is gluttonous, his chief food being tea and milk, meat is sometimes eaten, mutton being a great delicacy. Fowls and fish are never taken—and are regarded as unclean. The men look after the cattle, and the women and children tend the herds and flocks. The men are ardent lovers of hunting and their other diversions from the daily round of life consists of an occasional pilgrimage to some temple, horseracing and wrestling. By religion they are Buddhists, Lamaism being deeply rooted in the country. Many large temples have been built at the various towns, and at the head of their religion is the Dalai Lama of Lhasa, Tibet. Lamaism has been regarded as one of the main causes of the degeneration of the Mongolian race, attracting the best part of the male population to enter into a monastic life, and preying on the remainder of the people. In the south, in Inner Mongolia and in the south-east, the country has greatly succumbed to Chinese penetration. In



MAP OF CHINA SHOWING MONGOLIA

these districts the Chinese-Mongols are found adopting the same characteristics of their northern brethren, but differing in appearance. These people are said to have inherited the vices of both nations and are looked down on by the Khalka Mongols. To-day even the Khalka Mongols are not a patch on their warlike ancestors. The nomad life has made them fat and contented and cowardice is one of their traits.

Language.—The Mongolian language is spoken throughout the country. It is rich in word and has several distinct dialects. In the south-west towards Sinkiang Turkic of a kind is heard. Mandarin is spoken close to the Great Wall.

Cities

URGA, is the northern capital situated on the river Tola, an affluent of the river Orkhon. To the nomad race it is well-known as Bogdo-Kuren or Ta-Kuren, the sacred encampment. The name Urga, is derived from Russian origin. The city is divided into two halves, the Mongolian and Chinese, having an estimated population of 30,000. Those Chinese residents are either government officials or are there for trading purposes. In the Mongolian town the most striking features are its temples, with their gilt cupolas, and the palace of the Kutukhtu, or living representative of the Divinity. The Kutukhtu resides the whole of his life in Urga and is regarded by the Mongols as second only to the Dalai Lama of Lhasa. His actual rank is third in Lamaism. At Bogdo-Kuren the main Mongol population is composed of lamas who are said to number as many as 10,000. A large training school is established for boys wishing to become lamas. The chief article of trade in the city is brick-tea, so much so, that it is even used as currency and is much preferable to either Russian or Chinese money by the poorer classes.

ULIASSUTAI, to the west of Urga, is in the western part of Mongolia. The chief importance of the city is as a cattle mart. The climate in this area is very severe and a hardy type of man is encountered. The Khalkas are the main inhabitants of the town.

KOBDO, to the west of Uliassutai, is in Kobdo territory, which is part of Outer Mongolia. The city is yet another large cattle market centre. It lies close to the salt lake, Kohdo-Gol. Formerly a Chinese fortress was situated at the city.

MAIMACHIN, to the north of Urga and situated close to the Siberian frontier, is an important market town, carrying on a large trade in brick tea and medicines with Kiakhta, a Russian city across the frontier.

KALGAN, the ancient capital of Chahar now supplanted by Wan-

chuan, is included in Inner Mongolia. Formerly the city was in Chihli (now Hopei) Province. The city is of importance as it lies on the Peking-Suiyuan railway and so is one of the last northern cities in railway communication with the rest of China. Kalgan is only 116 miles from Peking, and the city serves as the principal centre for Mongolian commerce. A large tea and fur trade has been developed and much trade is done in cattle. Large camel caravans are used for transporting tea and other commodities to Russia and other cities of the country.

DOLONOR, on the eastern frontier of Chahar Province next to Jehol in Manchoukuo, is famed for its horse market. It is also an important lamaist centre.

Rivers

The Selenga River in the north of the country flows from west to east and at the city of Maimachin turns northwards and crosses the Siberian frontier eventually entering Lake Baikal, which is 4,906 feet deep, and said to be the deepest in the world. The Kerulen River is a tributary of the River Amur and rises to the east of Urga, the capital city. The river flows along the borders of Mongolia and Manchoukuo and in this region it is known as the River Argun.

Mountains

The Great Khingan mountain range is on the eastern and southern sides of Mongolia. The whole of the inner country is one vast plateau some 3,000 to 5,000 feet above sea-level. The Tarim basin in the west is however lower than the Mongolian plateau in the north, but to the south of it is the lofty Tibetan plateau. The Gobi Desert which lies in the centre of the country was formerly believed to be at a height of 8,000 feet but since then it has been shown that the central parts are only 2,400 to 2,000 feet while the outer edges are some 4,200 feet. It is a boundless steppe, in parts slightly undulating while elsewhere it is furrowed with low rocky ridges fading away to the horizon in the same endless features. This section may almost be described as the southern prelude of the desert and on it grows an excellent grass. In the Gobi itself it is rather undulating than flat, some level areas are found in the centre part of the plateau, whereas in the north and south hilly country, only a few hundred feet above the surrounding plains, is found. In the hilly region, there are ravines in the ordinary course dry but which form a means of drainage after the infrequent heavy rains. The soil of the Gobi is composed of coarse reddish gravel and small pebbles interspersed with different stones. Drifts of yellow land also occur. In the desert proper vegetation is practically unknown. A curious part of the desert is that crows accompany every traveller across the desert.

The dreadful solitude and sameness of the country day after day is a constant source of fretful anxiety to every new traveller in these areas.

Forests

Except in parts of Inner Mongolia and in the Altai Mountains trees are very scarce and nowhere in the whole country are large forests found. The Great Khingan mountains are well wooded but only a small portion of the range comes into Mongolia. Conifers are the principal trees found in this area.

Fauna

A great part of the country consists of the Gobi desert which in itself is absolutely devoid of game. The only living thing that seems to be present is the sand grouse. The Mongolian lark, only occasionally found, is a fine songster. The sand grouse is however born and bred in the desert and finds sufficient to eat in those parts in which a poor quality stubble grass provides it with a poor existence. This bird will only leave its quarters when forced to do so and this occurs in the depth of winter when it migrates to the plains of northern China; once however the temperature moderates it returns to its homelands. Of animals little is found, the alpine hare is seen only in those areas which are not completely barren, while on the steppelands a curious little burrowing animal exist. This little beast is the prey of every carnivorous bird of the air and preying animal, its chief hunters being the fox, the wolf, the buzzard, the hawk, the kite and even the eagle. Towards the Tsinghai boundary on the steppelands herds of antelope are encountered while close to the Tsinghai border the wild ass is also found.

COMMUNICATIONS

Roads

All the roads throughout Mongolia have been formed by old caravan routes and have been used for centuries. Across the Gobi and other arid areas the roads are in good enough order for motor transport in the summer months; towards Kalgan in the south-eastern corner of Inner Mongolia, however, the country is loess in nature and the roads are several feet below the general level of the land. These roads are suitable for motor travel but in certain spots the sand is soft and difficult for heavy transport to cross. Travel in Mongolia is restricted to the summer months from April to October, for the remainder of the season the whole country is covered in a blanket of snow and travel is impossible.

Rivers

None of the rivers of the Province are suitable for navigation purposes as they are open only

Railways

The Peking-Suiyuan railway touches Kalgan, and this is the only railway of the country. All expeditions into this area start from Kalgan. The northern boundary of Mongolia is skirted by the Russian line, the Ussuri railway, which eventually joins up with the Trans-Siberian railway at Manchouli.

INDUSTRIES

Agriculture

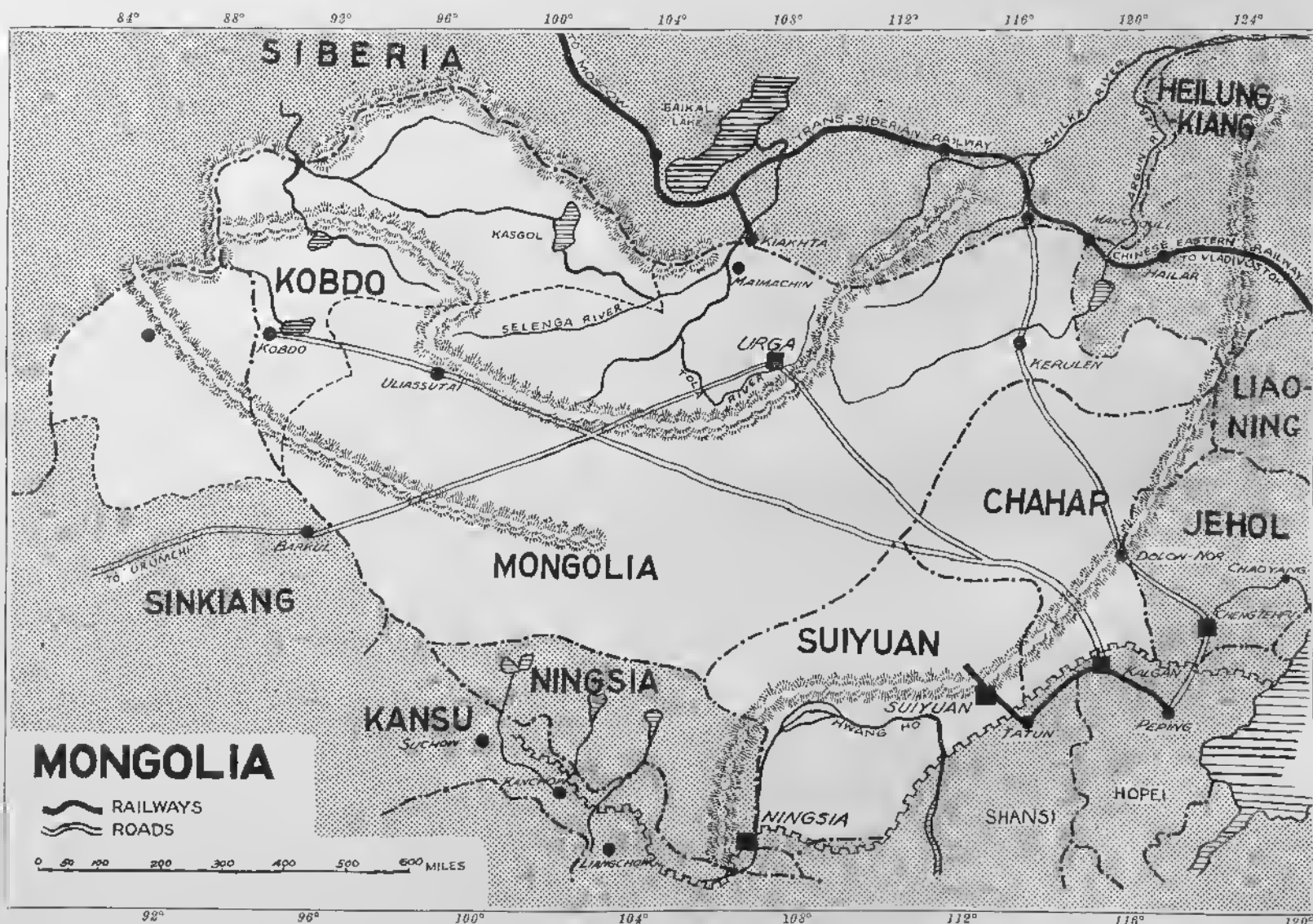
The people living in this area are essentially a nomadic race, but in the south-east around Chahar in Inner Mongolia, the Chinese have penetrated and developed the agricultural resources of the territory. The greater part of Outer Mongolia is useless for farming as it consists of desert country. Cattle is the sole matter of interest to the Mongol as it is the only thing for which he lives. The chief animals in which he is interested varies with the localities, but taken as a whole the animals bred are sheep, horses, camels, oxen, and a few goats. Outer Mongolia is the best district for the camel, some very fine beasts coming from this area. The camel district is in the Khalka country, while the Chahar country is far and away the superior for raising the horse or pony; the Chahar country is that part of Inner Mongolia inhabited by the Chinese-Mongols. The Ala-shan country in the west is the goat-producing area, while yaks are only found near the Tsinghai border and are raised in that country in the Kokonor area. Mongolian ponies are known for their stamina and speed, large numbers are sent down to Shanghai yearly for racing purposes.

Manufactures

There are few manufactures in this country. Wool producing has already been mentioned. The Mongols also produce prepared goat and sheep skins. A type of felt is manufactured. Hides and wool are obtained in the raw product and sent into China. There is quite a large trade done in such little articles as small ornaments, arms, knives, coloured cloth, fine blankets and other little luxuries, which are coveted by this wandering race. At Dolonor religious images are cast in bronze by artificers who work in their homes. These images are found all over Mongolia.

Mining

The mineral wealth of the country is a closed book and little is known as to what its hidden page contains. Gold is said to exist and salt is obtained from the various salt lakes of the country. Coal is of course found in the south-eastern portion in the Kalgan and Suiyuan areas. Copper also exists in these parts.



22.—PROVINCE OF SINKIANG

(Sinkiang=The New Dominion)

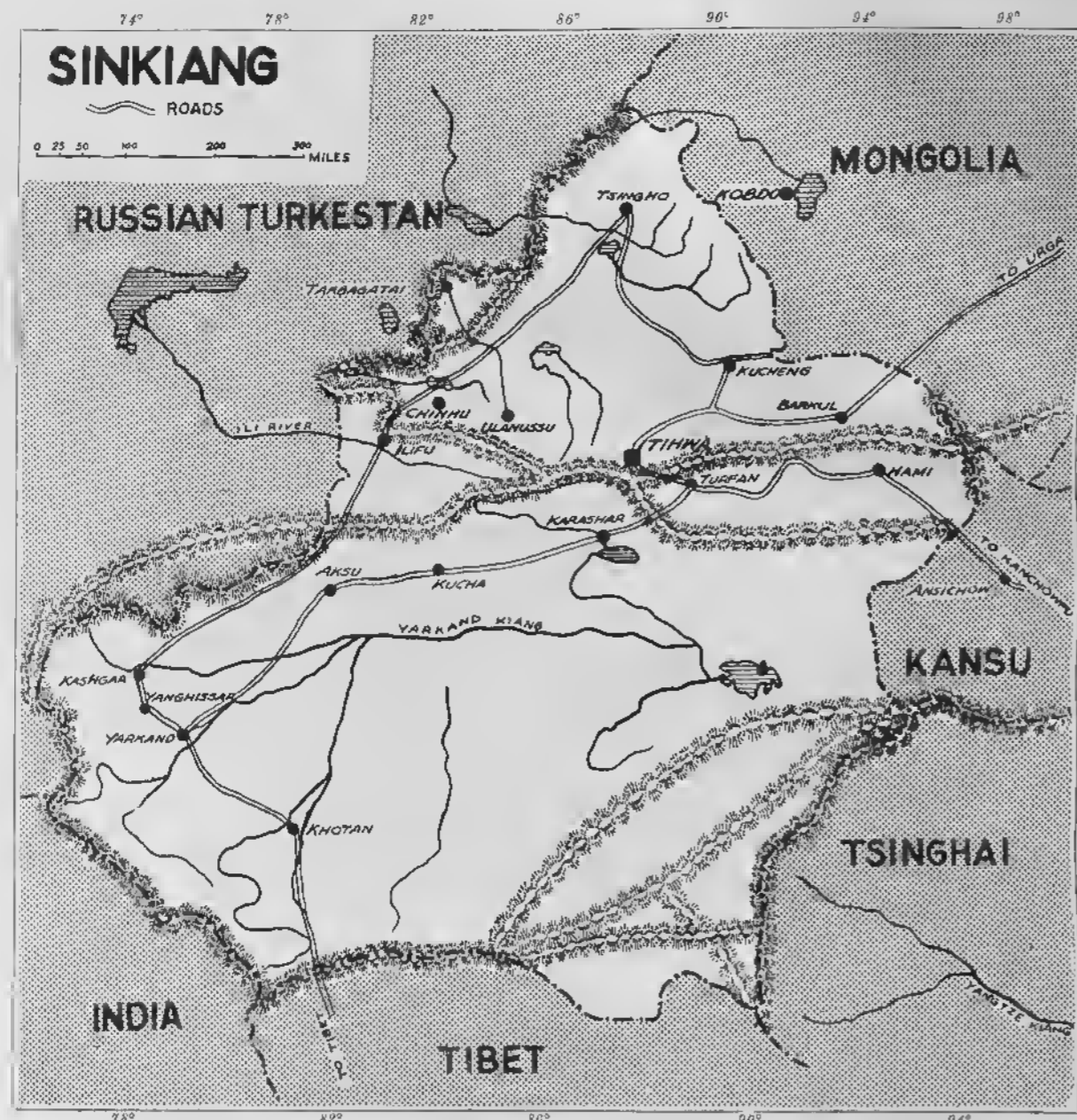
PHYSICAL

Area.—694,153 square miles, including the southern part of the province of Altai. The area of Sinkiang is approximately double the size of Egypt, or eighteen times as large as the province of Kiangsu. Sinkiang is sometimes known as Eastern Turkistan or Chinese Turkistan, to distinguish it from Russian Turkistan to the west of it.

Population.—2,552,000. The density of the population is 3.6 per square mile. The thickly populated parts of Sinkiang are in the east. Sinkiang being so far off the beaten track even the mission centres do not number as many as in other provinces. Urumchi is the only Protestant mission centre for the whole of this territory; there are several isolated Roman Catholic mission centres.

Climate.—The climate of Sinkiang is severe in the north where it is totally mountainous and, in winter, snow-bound, and swept by winds of high velocity. The Takla Makan Desert is a waterless region in which rain is scarcely known. It is also at a fairly high altitude and is constantly swept by furious winds. In the short summers the temperature in the lower areas is high and in winter the thermometer drops very low. The south-western district which is more populated suffers like the remainder of Sinkiang from a lack of rain, all crops being grown by irrigation. The dry season occurs in the spring, the rivers not filling till the summer is sufficiently advanced to thaw the snow-clad mountains to the south and west.

Racial Types.—Sinkiang, although one of China's provinces, is not populated by her own people; the natives of the country are Turkomans. These people are found all along the southern, eastern and western boundaries of the Takla Makan Desert, which occupies a central portion of the Province, and is practically uninhabited by both man and beast. In the north the Turkoman element is still strong but the Mongols are also found in great numbers. The whole of the capital city and its surrounding district is principally inhabited by this latter race. Tibetans are not often encountered except in the south-western area and then only when passing through from their own country to Kashgar or into India with merchandise. Mohammedanism is the religion of the people, that is of the Turkomans but religious activities are lax compared to those observed in other Mohammedan countries. Disease is widespread among these people, especially in the towns. They have little idea of hygiene.



Indian traders are found in all the neighbouring towns of the south-west. Although Chinese rule officially holds sway, there is a very small population and the majority are bankers or officials. The Chinese are said to have first entered the Tarim valley in the Han Dynasty B.C. 138. Mention is made of a garrison town established at Tun-luang in records dated B.C. 98. The interest of the Chinese was roused when they discovered that connection could be made with western Asia and India by going through this country, and since then they have always striven to keep the Kansu-Kashgar road open. The Russian element in Sinkiang must not be overlooked and at the beginning of the century many British writers looked with alarm on the "peaceful penetration" methods employed by that country. The old fear being that Russia was seeking a new road to India. There has been a great immigration especially in the north since the Russian revolution. After 1917 the number of White Russians in Sinkiang was estimated as 20,000.

Languages.—Sinkiang has its own peculiar language which is spoken by the native Turkomans. It is different from Chinese Mandarin; the Chinese officials are nearly all ignorant of the language and employ interpreters. In the north Mongol is heard while on the southern borders Tibetan is also spoken by a few.

Cities

URUMTSI (TIHWA) in a north central position, is the capital of Sinkiang. Urumchi is known as the city of "Seven Gates." It is a rich commercial city occupied in the skin and fur trade. The city still maintains a large garrison



MAP OF CHINA SHOWING SINKIANG

and lies in the Tien-shan or Celestial Mountains. It has an aerodrome.

YARKAND in the west of the province to the south-east of Kashgar, is an important town lying in a fertile region, but the plain is unhealthy. The city serves as the market town for India, Persia, Afghanistan and Russia. Yarkand is strongly fortified and its industries include the manufacture of carpets, silk fabrics, silks and cottons. The city is built on the best and largest oasis in the Tarim Valley.

KASHGAR (SHUFU) in the west of Sinkiang, is one of the four garrison towns built by the Chinese in the Tang Dynasty. The three other garrison towns were Khotan, Kucha and Tolmak. The last mentioned, however, was later on replaced by Kashgar. Kashgar is an important trading mart with Russian Turkistan, the transport of goods being done by camels, ponies and donkeys. Fruit is grown close to the city. This city lies on the silk route from China to Central Asia and Europe.

ILIFU (SUITING) lies to the north of the Tien-shan on the Ili River.

The city is close to the Russian frontier and is connected to that territory by the Turkestan-Siberian Railway. A large trade is carried on with the neighbouring country. The surrounding district of Ili is fertile, where forests, pasture lands, orchards and minerals are found.

KHOTAN (HOMEN), the principal city in the south of the Tarim Valley, was founded by colonists from India and China. The city does an important trade in carpets, linens, jade and cottons. Ruins have been discovered here buried under the sand.

HAMI in the east of Sinkiang, is a large oasis, which is extremely fertile, and probably the most productive place in Sinkiang. Excellent cereals and fruits are grown in the district. Hami is about 12 miles across and is surrounded by sand.

TURFAN lies at the junction of the two great roads, the Great North Road and the Great South Road.

Rivers

The country is principally a desert and all the rivers either dwindle away in the sand or run into the larger lakes of Sinkiang. The River Tarim, or Yarkand, flows from west to east and is the largest river of the country. It traverses 1,150 miles of the desert and eventually drains into Lob-nor. This river rises in the Pamirs. The Ili River, in the north-west section, rises in the Tien Mountains and flows north-westwards into Lake Balkhash in Russian Turkistan.

Mountains

Sinkiang is the western extension of the Gobi Desert and lies between the Mongolian plateau in the north averaging a height of 4,500 feet, and the 15,000 feet Tibetan plateau to the south. The Takla Makan Desert, which in the centre is only 2,000 feet above sea-level, is bounded to the north by the Tien-shan, on the south by the Altyn Tagh and Kun Lun ranges, and on the west by the Pamirs. The eastern side lies open to the Gobi Desert of Mongolia. This three-sided mountainous wall rises to some 20,000 feet in height and the peaks touch 25,000 feet.

Forests

There are no large tracts of forest land in Sinkiang, the country being mainly a desert in which oases there are here and there. Forests are located at Ili.

Fauna

Central Sinkiang is the Takla Makan Desert—a vast tract of broken sandy country at a high elevation, which is almost waterless and where little fauna is found. In the north the country in the Altai Mountains is rugged and bare, no towns are found here, transportation is only possible in certain

seasons and then only with great difficulties and game does not inhabit this wild and semi snow bound area. In the south-west, however, in the region of the three largest cities, Kashgar, Yarkand and Khotan animal life is more abundant and the hides brought in by the hunters forms one of the exporting commodities of the country. A mountain sheep, *Ovis Poli*, is fairly common, the rams carry a fine head, the better species having a head, measuring 56, to 62 inches. Burrhel are also found in this and other localities. They found are in the Yarkand valley areas and ibex meat is greatly relished by the natives of Sinkiang. Throughout the country in small valleys, a bird known as the chicore is found. The larger variety is seen only at and above 14,000 feet and is extremely wary. They are gifted with an acute sense of hearing and when suspicious rise from the ground in coveys, like the English partridge, uttering a sharp cry. The flesh of the chicore is white. On the Sinkiang plains gazelle are found and in winter a few wild duck inhabit the water regions. Game on the whole, however, is not abundant. Wild yak and antelope are seldom seen north of the Tibetan border. In the south-east adjoining the Tsinghai country, wild ass, antelope and gazelle are occasionally encountered. Eagles and similar carnivorous birds are fairly common, but particularly in the rocky country of the west.

COMMUNICATIONS

Roads

Two of the most famous of the caravan routes are the Great South Road and the Great North Road, the former runs from Siberia over the Terek Davan Pass, which is 12,500 feet high, and proceeds via Kashgar, the Tarim Valley, Karashar, Turfan and Hami east into China. The latter was the main trading route from China to Europe in ancient days and runs from Kucheng via Barkul to Hami. Another route runs from Kashgar in the west to Yarkand and Khotan (230 miles), and then goes due south to Rudok in western Tibet. There is also a road connecting Kashgar to Ilifu. Modern civilisation, however, is making itself heard even in these far away parts of China and to-day there is a motor road running from Urumtsi, the capital of Sinkiang to Unga, the capital of Mongolia. There is also a motor route between Urumtsi and Chugulehak, in the north, on the Siberian border (350 miles). It will be a long time however before Sinkiang is ever traversed by many motor routes. Animals still form the major means of transportation to and from cities. For the average man the donkey is the beast of burden. Camels are found in the Kashgar area but these animals have been stated as being

unsuitable for the long and mountainous roads of the country. Ponies are used to a great extent. There are two kinds, a large type and a small type; the former is the commoner but it is not so useful in mountainous country, the latter being easier to load and more reliable. For a really long journey it is difficult to find a surer means of transport than the slow but sure footed yak. The Chinese in Sinkiang own the mules of the country. Around the Tibetan border sheep are used for transport. These sturdy animals are extremely reliable but carry only 22 lbs and must not be pushed forward a too great a pace. To the north of the Takla Makan Desert, transportation is chiefly done by camels and ponies. Yaks are not used to the same extent as in the southern portions.

Rivers

None of the rivers of Sinkiang are used for communication purposes.

Railways

1. Turkestan-Siberian Railway. The line runs from Ili into Russian Turkistan. There are no other railways in Sinkiang.

INDUSTRIES

Agriculture

For the greater part of Sinkiang the rainfall is too small for agricultural purposes. Where irrigation is possible, however, the soil is rich and good crop returns are produced. Hami may be quoted as one of the most fertile areas of all Sinkiang. Barley, millet, oats and wheat are the crops produced here. Melons are an important production of Hami, and these fruits are exported to all parts of China. The majority of the inhabitants, however, are occupied mainly in cattle rearing which includes horses, camels, donkeys, sheep and goats. Silk is an important production of Sinkiang. In the irrigated areas of the South-west, Indian corn, straw, dry lucerne, wheat, barley, cotton, hemp, tobacco and vegetables. Fruits also flourish, in particular grapes, melons, peaches, apricots and plums. Pears and apples have been grown but these fruits are uncommon in Sinkiang.

Manufactures

Sinkiang does not boast many industries and those that are carried on have been the occupation of the people since time immemorial. Time to these natives has little significance, the people being quite content provided they are able to make a living. Cloth-weaving is one of the more important and popular industries. It is carried on in the larger towns but chiefly in the homesteads of the inhabitants. The poorest quality woven in texture resembles a fine sieve. It used as a garment by the poorer people, being doubled and a lining

of cotton wool inserted between the folds. Those of better means buy Russian cloth. Khotan is one of the more important centres for the manufacture of cotton, silk carpets and numnahs or felt rugs. In this town jade cutting and polishing is also of some importance. Leather manufacturing is carried on in the larger towns; the quality however is rather poor. The manufacture of paper is so crude that its method of manufacture is of interest. It is made from the bark of the mulberry tree. The process is started by boiling the bark with which is mixed wood ashes. The bark when soft is placed on a large flat stone and pounded into pulp, the wood ashes being thoroughly mixed as well. The mixture is next put into a large cylindrical vessel sunk into the ground. Water is now added and the whole mixture thoroughly churned. The contents which now resembles a thick paste is then ladled out into a fine cord sieve immersed in water, care being taken to distribute the paste evenly. When completed the sieve is carefully removed from the water and placed at a slant in the sun to allow the water to drain away. What does not drain evaporates in the sun. The paper thus made is in sheets of about double foolscap size. Hide exporting forms trading goods for Sinkiang.

Mining

The mineral wealth of Sinkiang is little known. However, the province is well known for its excellent jade articles. The name Yumen, meaning "Jade-stone Gate," is given to the town nearest to the Great Wall. Some of the best jade mines are in the vicinity of Khotan. Gold is found in the Kun Lun Mountains and jade is also found in these same mountains. The method of obtaining gold is by washing but the native methods are extremely careless, several explorers remarking in their books on the careless wastage of the metal. Around Turfan and Yarkand, silver, saltpetre and lime are found in abundance, while copper, coal and lead are known to exist. Coal of an inferior quality has been mined near Kosarab, but the demand for the mineral is very small. For fuel the inhabitants are dependent chiefly on animal dung and hortza. Sinkiang is not favourable for trees, and those few localities which did bear trees have long since been denuded.

FOREIGN AFFAIRS

Representation

There is a British Consul-General at Kashgar, appointed by the Indian Government to look after the numerous Indian traders in those parts. Several Soviet consulates have been opened in different parts of Sinkiang in recent years.

23.—TIBET

(Chinese name Hsi Tsang=Western Tsang)

PHYSICAL

Area.—463,200 square miles. The island of Madagascar off the east coast of Africa, which is about the same size as France, is half the area of Tibet.

Population.—3,722,000. One of the latest estimates is 722,000, and taking this figure the density per square mile is 8. The density of the population of Madagascar is 14.9 per square mile.

Climate.—The country is at a high altitude and covered with vast mountain ranges. It is very cold in winter when rain and snow fall continually. In summer, especially towards the south, it is often hot.

Racial Types.—Though the people in the various districts have been given separate names, in manner, dress and food requirements, they are very similar. The inhabitants call themselves Bodpa. Those inhabiting the sacred city of Lhasa consider themselves the purest portion of the race. The nomad Tibetans chiefly found on the high plateau between Lake Pongong and Nam Cho are referred to as Changpu or northerners. Further north towards the Sikkim border, the Horpa are located. The same name applied to the western districts of Tibet refers to the Moslem-Turkomans of Kashgar. The herdsmen in the west and east steppes are called Dogpa in opposition to the sedentary

husbandmen. Tibetans have high narrow and sometimes receding foreheads, large ears standing out from the head. Their nostrils are always wide and generally flat though sometimes they are prominent and not infrequently aquiline. Their eyes are not so prominent or so almond-shaped as those of their northern brethren the Mongols. They follow the eastern strain of large and prominent cheek bones and their faces are generally bony. Their hands and feet are large. The majority have thin lips though thick-lipped individuals are not unknown. It is seldom that a bearded Tibetan is found, as most of them remove all hair from their faces with tweezers. Their hair is thick, coarse and hard with a tendency to wave. Stoutness is rarely seen among the Tibetans even in their women. Their eyes are light brown or hazel. As the Tibetan never or rarely takes a bath and as his skin is under a layer of butter, grease and dust it is difficult to ascertain the colour of the skin. Some suggest that they are bronze. In walking the Tibetans are graceful and nimble and can cover vast distances, which would tax the strength of Europeans. By nature they are a cheery lot, though in themselves weak, timid and distrustful. They are easily satisfied and rejoice in simple gaieties. Dancing and singing are two of their great pastimes. They are

superstitious by nature, due to their religion which over rules them with a master hand. Gambling is one of the amusements of the people. In western Tibet the Ponbo Tibetans, the religious rivals of the Buddhists, are friendly to Europeans. Those encountered in the east however are quarrelsome by nature. There are two classes into which the Tibetan can be divided, those living the open air life in tents and the inhabitants of the towns who dwell in stone houses. The stone houses are dirty and full of draughts, the inhabitants always sleeping directly over the stables. The tent dwellers are no more hygienic, they pack themselves in large numbers in one tent and sleep on vermin-infested beds. Tibetans never take off their clothes. The rancid butter emits a odour characteristic to the people. In the Tibetan family the father is the absolute head, obeyed by his wife and children.



MAP OF CHINA SHOWING TIBET

However once his eldest son grows up and marries he merely retains sufficient to provide himself with ease for the remainder of his days. His eldest now becomes the head of the family. The younger sons are not allowed to marry but share the wife of their eldest brother. The ratio of girls to boys born in Tibet has been estimated as 7 to 8.

Language.—Tibetan.

Cities

LHASA in the south-east, is the capital of the country and the seat of its ruler the Dalai Lama, who resides in a palace known as the Potala. The city, which is situated at a height of 12,000 feet, is the highest capital in the world. For many years Lhasa, remained hidden in a veil of mystery and even to-day there are few foreigners who have gained admittance into it. The city is chiefly important as a pilgrimage centre and during certain seasons its streets are packed with people. The country round is dotted with monasteries. The surrounding district is fairly well covered and this is due to the city being situated in a sheltered hollow. The name of the city means "Throne of God."

SHIGATSE on the south-east of Lhasa and in a central position in the southern portion of Tibet, is another monastic city. To the south-west of the city is the famous Tashilunbo monastery where the Panchen Lama resides.

GYANGTSE to the south-east of Shigatse, used to be considered the last town in connection with western civilization. Besides having a lamastery established there it is one of the few towns that also is engaged in commerce, which is carried on with India. Carpets, woollen goods, saddle rugs and mule-bells are manufactured in the town. The town is 145 miles away from Lhasa and is in telegraphic communication with the outside world.

YATUNG on the southern borders of the province, is a treaty port and another city of Tibet which has telegraphic communications. The city was opened to foreign trade on May 1, 1894, but commerce has never developed due to the antagonism of the Tibetans, who boycotted the city from the day of its opening. This treaty port is only seven days from Darjeeling. What little trade there is done between October and April and the chief products are wool, musk, yak-tails, salt and borax. Since 1911 trade statistics have ceased to be published.

GARTOK in the extreme central west of Tibet, is an important trading centre, and is situated on some of the main highways into and from Tibet. The city carries on a large trade with Kashmir. It is one of the three cities of Tibet that are opened to foreign trade.

Rivers

The Brahmaputra, or Tsan Po, the great Indian river, rises to the north of the Himalayas in the west of Tibet. The river flows in an easterly direction parallel to these mountains, turning at the eastern end of the range and then flowing southwards through Assam and Bengal until it empties into the Indian Ocean. There are two other great Indian rivers which originate in about the same place. Most of the rivers drain into a number of large lakes, mostly salt, which cover the central and northern parts of Tibet. Of these the most important are the Tengri Nor (700 sq. miles) in the centre, and the Yam Dak Tso in the south.

Mountains

There are a number of ranges in the north of the country, the Altyn Tagh, the Nan Shan, the Dnploix Mountains and the Kun Lun range in the extreme north. The Himalayas encircle the whole of the southern boundary of Tibet. The subsidiary mountain ranges of this mighty range run into the southern parts of Tibet. The whole of Tibet is one vast mountain plateau through which high ranges of mountains have been formed. In the north and west there are immense table-lands and on the east and west high ranges and deep valleys exist. Tibet is the highest country in the world. Its mean altitude is 16,500 feet. Its valleys lie at 14,500 to

17,400 feet and its peaks 20,000 to 24,000 feet. Even the passes over which the tortuous caravan trails lead are 16,400 to 19,000 feet up. In northern Tibet the valleys are never lower than 15,800 feet, but in the south, around Lhasa, altitudes are in the neighbourhood of 12,000 to 11,000 feet.

Forests

The altitude of the country and the poor condition of the soil in general prevent trees from growing on this wind swept land. Fuel is consequently very difficult to find and the inhabitants use dried yak dung. In the lower areas towards the borders of China and to the south, the mountain slopes are thinly scattered with juniper trees, tamarisks, willows, pines and firs, cedars and elms.

Fauna

The Tibetan is a great hunter and the northern section of his country abounds in game. These hardy folk think nothing of long journeys into the unknown in search of game, which form one means of sustenance. In the isolated ranges of northern Tibet, the wild yak is found, similar in every way to the domestic animal except that it is larger. Wild asses are also hunted for their hides. Several different species of antelope are known to exist. The Chinese buy the horns of these creatures, Chinese pharmacopoeia regard the horn as possessing remarkable healing and restorative properties. Hares abound but are protected by superstitious fears. Wolves are the night-prowlers of the land, while foxes are common. In southern and eastern Tibet small monkeys, the lynx, squirrels, otters and the panther are all found. Panther skins fetch a high price. The musk-deer is also sought by hunters in these regions. Partridges inhabit the Tengri Nor district. Wild geese frequent north-eastern Tibet and cranes are also found in this district. Fish are found in many of the lakes, a small species of trout existing in the basin of the Mekong at an altitude of 14,750 feet. Fishing, however, does not seem to be favoured by the people.

COMMUNICATIONS

Roads

These tracks worn by caravans are of great antiquity and have been used for many generations. There are three main routes from China into Tibet. The first comes from Tatsienlu in Sikkim and passes by Batang into Tibetan country. The road winds over very rocky ground and three months are required by the traveller to reach the capital city, Lhasa. The journey from Lhasa to Peking has been done within a month. There is a second route from Tatsienlu to Lhasa which travels north-westwards over not quite such rough country and

then turns and drops down to Lhasa in a south-westerly direction. This route is principally used by yak caravans carrying tea into Tibet. The third route goes northwards at first up to Sining in Tsinghai and then turns down towards Lhasa. There are two main routes leading into Tibet from India:

1. From Darjeeling up the Chumbi Valley via Gyatse to Lhasa.
2. From Leh in Cashmere to Gartok.

Rivers and Railways

The rivers of this country do not serve much purpose as means of transportation of goods. Railways are absolutely unknown.

INDUSTRIES

Agriculture

The high solid mountain ranges of Tibet make this country one of the poorest in the whole world. Its agricultural resources are almost negligible except in some of the deep valleys tucked away among the mountains and generally near one of the larger monasteries encountered throughout the country. Here barley is one of the main crops. A glance at the map shows the south-western area, where Lhasa the capital city is found, to be the most favoured for agriculture. The region is traversed by the Tsan-po and permits irrigation. There is very little rainfall in Tibet. Here the valleys are a little wider than in the remainder of the country and their greater proximity to the equator permits rice, apricots and jujubes to be grown, the altitude being some 11,500 feet. Over the uninhabited parts of Tibet in sheltered spots, onions, known as *tsong*, grow wild as also does a species of turnip. Nuts are the most favoured of fruits where it is possible to grow the trees and even apples are said to be grown in some areas. The chief resources of Tibet, however, lie in its pastures and herds. Pastures are not especially cultivated but are common to all people. In the sheltered valleys a coarse and hard grass grows said to be nourishing. Sheep and yaks are the two important live stocks bred. The latter is particularly so as it supplies its owner with hair for the manufacture of his tents, meat to eat, hides for export. It is also of extreme importance as a pack animal. The female gives excellent milk from which the Tibetans make their staple food, butter. Besides butter, cheese is also made and butter has several other uses besides grown for eating such as vaseline, cold-cream, lamp-oil and for modelling religious figures on festive occasions. Goats are not favoured by the Tibetan. The country however is particularly suitable for them, their wool is exported to Kashmir, to manufacture shawls. Goat's meat, again, is only eaten by the lower classes. The sheep ranks second to the yak. Ponies are not common but the species found here is renowned for

its stamina. They probably originated from Mongolia.

Manufactures

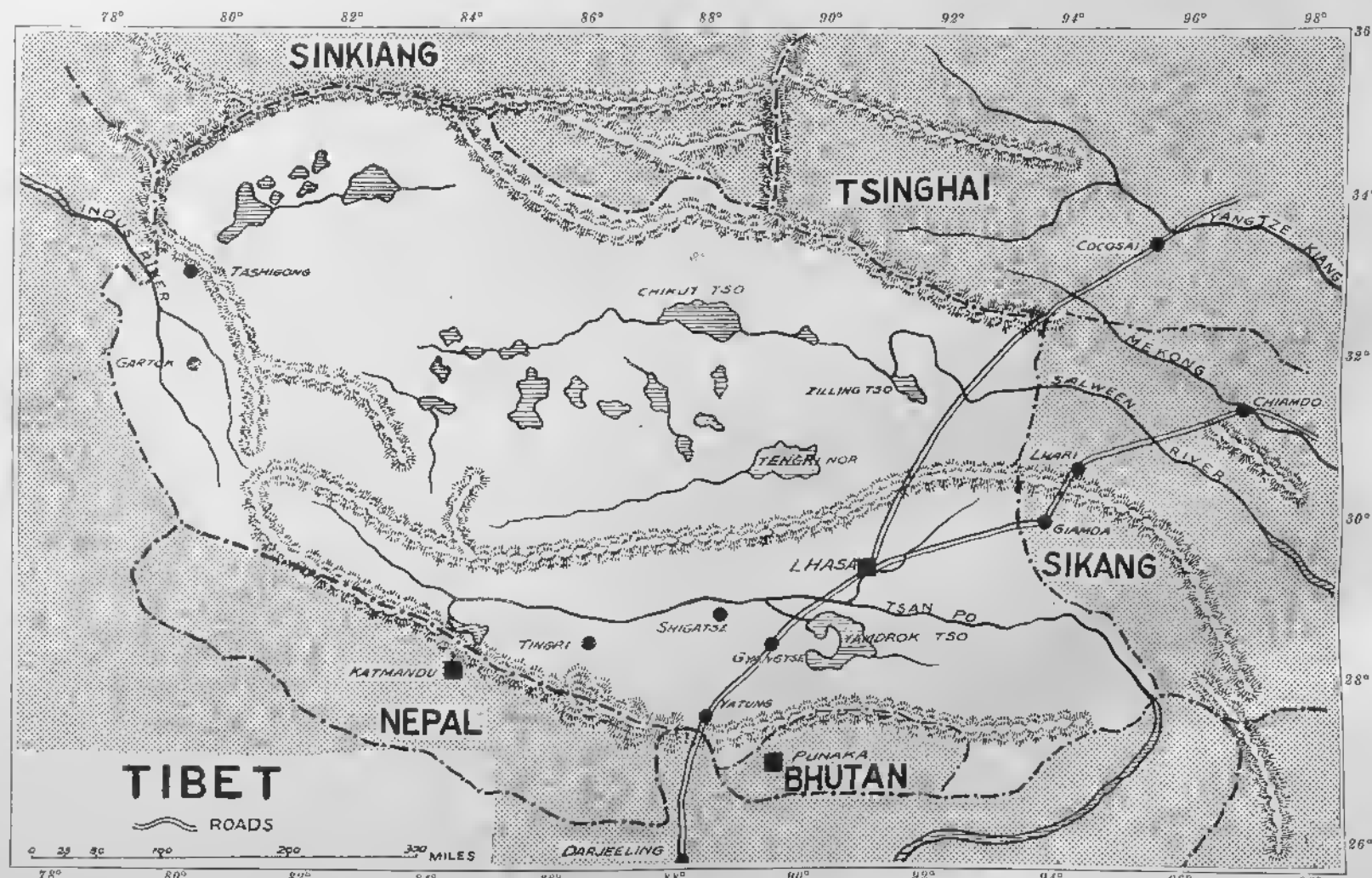
Industrially the Tibetan does not shine: in fact his methods and implements are very much out of date to European eyes. The smiths for instance who are found in most of the larger towns have only three instruments, a small anvil, a bad hammer and a very ineffective bellows. In a Tibetan homestead the only two indispensable pieces of table-ware are crude stools and cups or wooden basins. The art of the armourer and the work of the copper-smith are, however, of a higher grade. Lhasa and Dergye are the two most important centres and the productions of these two trades are good and solid. Small Tibetan workshops turn out daggers, swords, gun-barrels and tinder-boxes. Metal workers are found in the larger cities, where they manufacture trinkets mostly of solid silver, a little coarse but not without a touch of artistry. It is of interest to note that the most skillful silversmiths are from Nepal. Two of the most important manufactures are the arts required of religious worship and wool-weaving. Lamas practise the former, the printing of holy books, frescoes painting on walls of the monasteries, copper-gilt castings, statuettes of bronze and silver, and the manufacture of sweet-smelling sticks out of sandal wood, powdered juniper, musk and incense. The production of woollen-stuffs is very considerable, and besides being employed everywhere in Tibet, is also exported as foreign trade to China. In exchange for which comes the favourite drink of Tibetans, tea. At Lhasa and the surrounding cities warm, large and thick blankets are manufactured of wool at Gyantse.

Mining

The mineral wealth of Tibet, like many far away countries, is little known. Gold is believed to exist in nearly every river bed. In Central Asia there are many salt lakes. Mines known to exist produce copper, silver and precious stones, such as turquoises and lapis lazuli, also sulphur and borax. The Tibetan however is superstitious of foreign intervention and information on the subject is kept very close. The superstitions of the inhabitants also forbid them to operate mines to any large extent for fear of releasing the supposed divine dragon, and spreading poverty and famine throughout the land.

FOREIGN AFFAIRS

Foreign intrusion into the country has never been encouraged and explorers have only got through to the sacred city, Lhasa, with great difficulty. The cities in the south border, close to India have developed a certain amount of trade but Tibet is still far behind other eastern lands.



CITY OF SHANGHAI

(Shanghai=Upper Sea)

PHYSICAL

International Settlement

Area.—When Shanghai was first made a foreign settlement its boundaries were the Whangpoo the Yangkingpang and a Chinese estate now occupied by the British Consulate. The western boundary was left undetermined for the time being, but was later on fixed at Barron Road now known as Honan Road. The Settlement at this time consisted of 470 acres. In 1863 the American Settlement was amalgamated with that of the British bringing the total area up to 1,309 acres. The last expansion took place in 1899 when an addition of 1,896 acres was added to the northern district and 1,908 to the western district, making the total area of the International Settlement 5,584 acres, or 8½ square miles.

Population.—American 1,608, British 6,221, Chinese 971,397, French 198, Germans 833, Japanese 18,478, Russian 3,487.

French Concession

Area.—2,483 Acres, or 3½ square miles.

Population.—American 1,511, British 2,219, Chinese 472,000, French 1,326, Germans 581, Japanese 318, Russian 3,879.

Shanghai

The total population of Shanghai, including the two areas above-mentioned and the Chinese environs, is 3,259,114; this figure includes 60,000 foreigners. Both the Chinese and foreign population has grown with enormous rapidity during the past twenty years, the foreign population multiplying itself five times. Shanghai is now the sixth largest city in the world.

London ..	8,202,000
New York ..	6,930,000
Tokyo ..	5,312,000
Berlin ..	4,000,000
Chicago ..	3,376,000
Shanghai ..	3,259,000
Paris ..	2,871,000

More than fifty nations were represented in the last census of Shanghai, so it can probably claim to be the most cosmopolitan city in the world. Its phenomenal growth shows no signs of diminishing, and it is probably unique in the fact that open and almost undeveloped country may be reached in any direction within three miles of its central point.

Climate.—The Shanghai climate consists of extremes of hot and cold weather, with a short spring and a pleasant autumn, which is the best time of the year. January to March are cold bleak months during which time drizzling rains and cold raw winds blow. In April there is a short spring, the trees coming out in full leaf in a few weeks. May is warm and

generally there is an equal share of rainy and sunny weather. June is a humid month, usually with a high rainfall. July brings the real hot weather, days of high temperature followed by thunderstorms which clear the air for the time being. August is very similar to July; towards the end of the latter month and in August typhoons occur. The first weeks in September are warm, but as the month wears on the weather becomes cooler and in the autumn Shanghai is enjoying the pleasantest weather of the year, which carries on into November and December. The end of November and all of December is usually cold, with only a slight rainfall. Low temperatures prevail in the first three months of the year and during January and February there is an occasional snowfall. Expressed in figures the average maximum temperature over a period of 44 years, at Siccawei, near Shanghai, for the month of August (the hottest month) is 90 degrees F., and the average minimum 74; the average maximum for January (the coldest month) is 46, and the average minimum 32. The highest temperature recorded at Siccawei is 102, and the lowest 10 degrees F. The average monthly rainfall in Shanghai is 3½ inches; the highest, 7½ inches, in July; the lowest, 1½ inches, in December.

Racial Types.—In Shanghai, natives are found from every province in China. The men from the Province of Kiangsu, in which Shanghai stands, are the most numerous.

Language.—In Shanghai, the Shanghai dialect is distinct in itself, though at this great port every language throughout the republic may be heard. A "dialect" in China, it may be remarked, is a language in itself; a Shanghai man, therefore, would find it difficult, if not impossible, to make himself understood even in the north, west or south of his own province. It is not uncommon to hear Chinese in Shanghai speaking to one another in pidgin-English, or using an interpreter who is familiar with both dialects.

THE CITY

History

Shanghai was opened to foreign trade as a treaty port on November 17, 1843, under the provisions of the treaty of Nanking, which was signed in August, 1842. Five ports were opened to foreign trade as a result of this treaty, and Shanghai was the most northerly of all. In 1850, the "North-China Herald" (a weekly newspaper) was founded, which is still published; in 1864 this was followed by the "North-

China Daily News." The fact that Shanghai was the most northerly treaty port opened at this date explains the use of the term "North-China" in the titles of these newspapers, although Shanghai is in Central China latitudes.

Even at that date it was of importance as a centre of coastal and inland trade, and also of foreign trade to some extent, it having been developed by junk traffic. The Settlement originally established was British, and under Land Regulations in 1845 all land transactions had to be registered at the British Consulate. A few years later, however, American and French Settlements were established on similar terms; but the American, which at first was not recognized officially, was eventually in 1863 amalgamated with the British Settlement into the International Settlement. A further plan was proposed by the local representatives of the governments concerned to amalgamate the French Concession with the Settlement, and though local representatives were in agreement, the plan failed to obtain the sanction of the French Government. There is a distinction between a "settlement" and a "concession." In the former case an area of land is set apart, in which members of the country to which the settlement has been granted may purchase land from the Chinese owner, but as soon as this is done a record of the fact must be made in the consil of the country resident in the settlement. The theory seems to have been that by this arrangement the land, which in Chinese eyes was the property of the Emperor, could not be sold completely to the foreigner and so the foreigner became merely a lessee.

When a concession was granted by the Chinese Government to a foreign power, it was a definite piece of land handed over to the consulate of that country, who then let it out in suitable lots to members of its own community. The concession set up its own municipal council.

The advantage of the settlement scheme over that of a concession has proved itself in the long run. In Shanghai the International Settlement is composed of several different nationalities; this has made progress slower and more difficult than if it had been a concession under the jurisdiction of a single foreign power, but the extra strength and the increased measure of independence which have resulted from the union, have enabled the foreign community as a whole to carry out municipal undertakings on a bigger scale and to give wider scope to their activities than has been possible elsewhere under separate administrations. The system has also developed a habit

of international co-operation which has a special value of its own and may prove to be of increasing importance in the future.

The Three Areas

Shanghai is made up of three separate administrative areas governed by three different and mutually independent authorities: (a) The Foreign or International Settlement, (b) the French Concession, (c) the Chinese Area.

(a) The Foreign Settlement is administered by a municipal council, of 14, which includes nine foreign and four Chinese representatives, elected annually.

(b) The French Concession is administered by the French Consul-general with the assistance of an advisory body of foreigners and Chinese. The Chinese members are chosen by Chinese organizations.

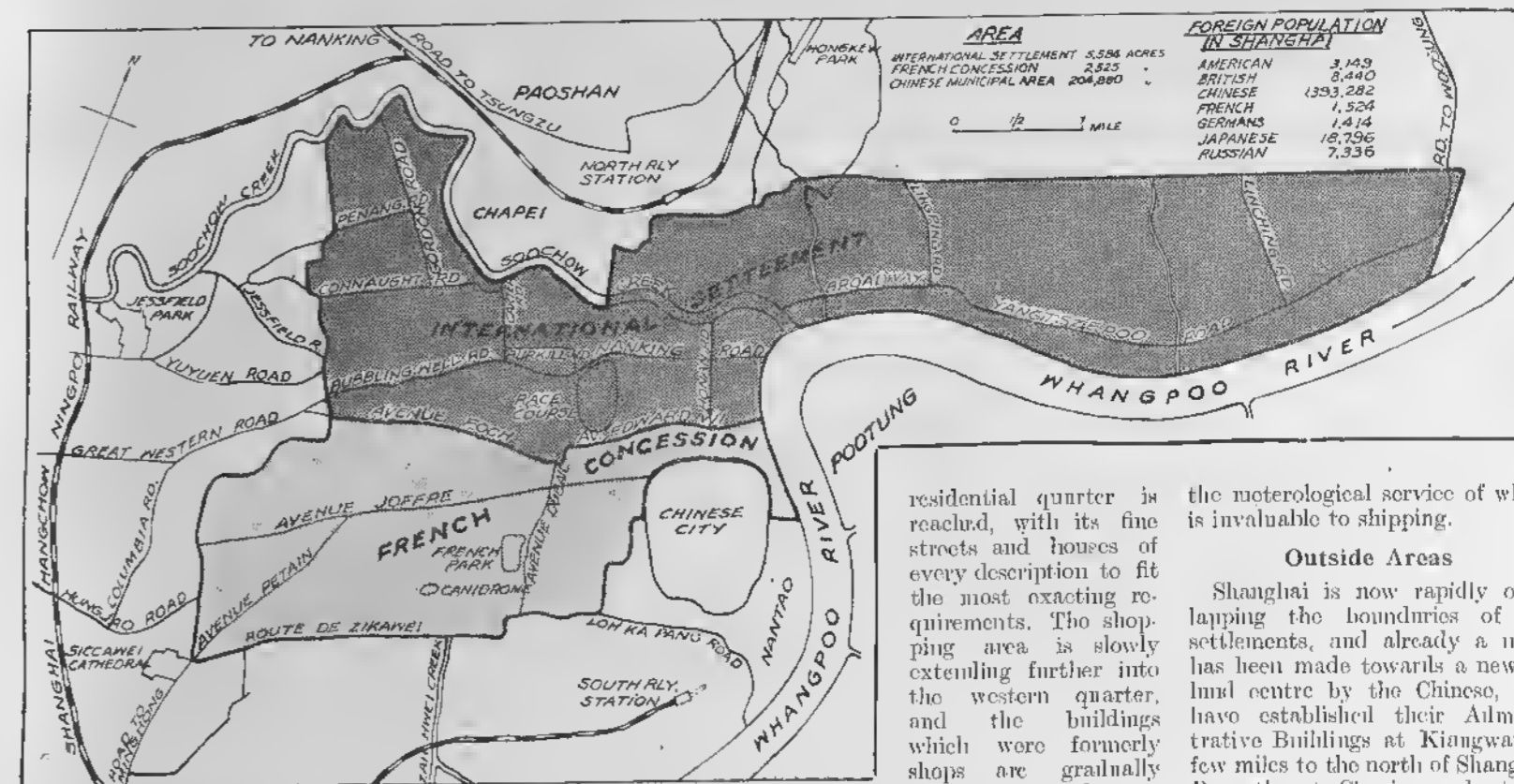
(c) The Chinese municipal government of Greater Shanghai has its own Mayor, who is appointed by the National Government; and the chiefs of certain administrative bureaux, who are appointed on the Mayor's recommendation and are under the National Government without the intervention of any provincial authority. Greater Shanghai is a Chinese term applied to the area under Chinese control and does not include the two foreign areas.

The municipal council of the Foreign Settlement has constructed roads, public works and established parks outside the limits of the Settlement. In these areas, known as external roads areas, the municipal council exercises partial control for police purposes, and also in connection with public works. One of these areas lies to the west of the Settlement and the other to the north. Many foreigners reside in the western area and much of the land is owned by them. In the northern district are foreign-owned factories.

Chinese Influx

When the Settlement was first established, it was understood that the land inside the Settlement would be gradually acquired by foreigners and so would eventually constitute an area reserved for the exclusive use of the foreign population. There was, therefore, to be no Chinese population resident in the Settlement, except for such Chinese as might keep shops there for the purpose of supplying the needs of foreigners, and for the Chinese servants of foreign residents. The original land regulations of 1845 provided that native inhabitants of the said quarters must not rent land to each other nor may they again build houses there for the purpose of renting to Chinese merchants, and it was further provided that merchants might not build houses for renting to or for the use of Chinese.

These restrictions appear to have been applied for the first eight years of the Settlement's existence,



as it is recorded that there were only 500 Chinese resident in the Settlement at the beginning of 1853. In the course of that year, however, conditions in the surrounding country became seriously disturbed owing to the Taiping Rebellion, which had extended to the Yangtze valley, and to the activities of other rebel forces, and caused numbers of Chinese to seek the refuge of the Settlement. On September 7, 1853, the Chinese City was captured by rebels known as the "Small Swords" and for the time being Chinese authority completely broke down in the adjacent areas. According to a report at the time a crowd of homeless refugees, for whose accommodation numerous frail and dangerous tenements were constructed, caused considerable anxiety to the foreigners, but at the same time the foreigners did not wish to prevent the ingress of those who had sought their protection. In 1854, an estimate of 20,000 was made of Chinese taking refuge within the Settlement. Eventually the Municipal Council realised that it would be impossible to keep the Chinese outside the Settlement and in 1854, when the land regulations were revised, those clauses prohibiting the erection of houses for Chinese and also prohibiting Chinese from renting land to one another within the Settlement, did not find a place in the new draft. For some time afterwards, however, both Chinese officials and foreign consuls viewed the presence of large numbers of Chinese in the Settlement with anxiety and it was even decided to adopt methods to regulate the flow of immigration. Accordingly regulations were issued in 1855, but difficulty was found in enforcing them and by degrees the immigration of Chinese wishing

to reside within the Settlement was freely permitted.

Description

The first sight of Shanghai is perhaps the most impressive, the Bund foreshore, with its line of piers along the river frontage and behind some of the finest buildings of the city. These include the Custom House, the Hongkong and Shanghai Banking Corporation building, the "North-China Daily News" building, Sassoon House, and several other important and imposing edifices. The main road off the Bund is Nanking Road, Shanghai's shopping thoroughfare. Trams run down the street to different parts of the city and it is continually lined with buses, private cars and rickshaws. On either side of the road at the Bund end, the old established and large foreign stores are situated. Further west down the street smaller shops are found and restaurants; then the various Chinese shops are encountered, catering for every trade until Chekiang Road is reached. This is the busiest cross-road of the city, trams travelling west from the Bund and turning to North Railway Station of the Shanghai-Nanking Railway, while trams also run southward towards the French Concession. At the junction of these cross-roads are situated the three largest departmental stores in China, all of which have branches established at Canton. Proceeding westwards the Race Course is reached, about one mile from the Bund. This is the amusement play ground of the foreign population of Shanghai where nearly every conceivable game is seen. Beyond the Race Course still bearing westwards along Bubbling Well Road the shops slowly disappear until the

residential quarter is reached, with its fine streets and houses of every description to fit the most exacting requirements. The shopping area is slowly extending further into the western quarter, and the buildings which were formerly shops are gradually being converted into

business establishments. Not far from the Bund, situated on the north side of Soochow creek, is the Post Office Building. The mouth of the Soochow creek is crossed by the Garden Bridge, which gets its name from the Public Gardens situated to the south of the mouth of the Soochow creek at its confluence with the Whangpoo river. Across Soochow creek is the Hongkew district. At the extreme end of North Szechuen Road one of the principal arteries, there is a fine Public Park and Rifle Range, the property of the Municipal Council, the latter being used for rifle practice by troops from ships in harbour, and the Shanghai Volunteers. Within the last few years Shanghai has been revolutionised with new buildings. Many tall and modernistic apartment buildings have been erected both in the city and in the residential quarter, the small old houses are being pulled down one by one and large storied buildings erected in their place. In the Outside roads area, detached houses are being built. To the south of Shanghai there is another important artery, Avenue Edward VII, running from the Bund along the southern boundary of the Settlement, to the south of which is the French Concession. The French Concession has a small river frontage, chiefly occupied with quays and office buildings. The main artery to the west from the Bund is Rue du Consulat, a busy thoroughfare with the French Administrative Buildings along the one side and foreign and Chinese stores and shops. The road is trampled and eventually runs into Avenue Joffre, a splendid thoroughfare traversing the residential quarters. Just beyond the extreme limits of the French Concession is Siccawei Observatory,

the meteorological service of which is invaluable to shipping.

Outside Areas

Shanghai is now rapidly overlapping the boundaries of the settlements, and already a move has been made towards a new inland centre by the Chinese, who have established their Administrative Buildings at Kiangwan, a few miles to the north of Shanghai. Recently at Chenju, and at the receiving wireless station Linhong, near by, a Sino-British Wireless Station was completed bringing London into direct communication with Shanghai. Chenju is seven miles on a new road from the western boundary of Shanghai.

Representation

The cosmopolitan nature of Shanghai is fully illustrated in the number of foreign consulates established within the city, which are as follows:—America, Austria, Belgium, Brazil, Chile, Czechoslovakia, Denmark, Finland, France, Germany, Great Britain, Italy, Japan, Netherlands, Norway, Portugal, Soviet Russia, Spain, Sweden and Switzerland.

Excellence of Public Works

Shanghai is the most modern and progressive city in China. Its system of Public Works is efficient and reliable. The International Settlement, the French Concession and the Native City each has its own Waterworks. Water for all purposes is delivered from the Whangpoo to Settlement consumers after several filtrations. The main inconvenience is that drinking water must be boiled.

There is provision for adequate disposal of sewage while the Shanghai Power Company supplies electricity at lower rates than that of England or the U.S.A. Each division of the port has its separate Police Force and Fire Brigade, in which are incorporated the most modern ideas and equipment.

Though originally a very unhealthy town on mud flats, Shanghai is now quite the contrary and is served by an admirable system of hospitals which do much to keep the city from widespread epidemics.

Its growing trade has also prompted serious attention to the conservancy of the Whangpoo.

INDEX

A large number of Chinese place names have been officially changed in recent years, but the old names are still in general use. Both old and new names are given in this Atlas. In the Index the old names are printed in roman type and the new in italic; for example, Foochow appears under F in roman type, and as Minhow (its new name) under M in italic type;

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Aigun	46	Chengtingfu Chengtinghsien	10	Fengtien Shenyang Mukden ..	46	Hsanganfu Ankang	12
Amci-kiang r.	42	Chengtingfu Chengtinghsien	8	Fengyangfu Fengyanghsien ..	22	Hsinking Changchun Kwan-	
Ami Amikhsien	42	Chengtu	8	Fengyanghsien Fengyangfu ..	22	chengtze	46
Amikhsien Ami	42	Chengyangkwan	22	Fenyang Fenchow	10	Hsuehchow	18
Amoy-Changchowfu Railway	30	Chenhsien Chenchow	34	Foochow Minhow	30	Huechow Wuhing	28
Amoy Szeeming	30	Chenkihsien	34	Fowchow	26	Hukow	32
Amur Province Heilungkiang		Chenlow Shinkiaichwang ..	8	Fowning	20	Hulan	46
Province	46	Chenyuan	36	Fowyang Yingchowfu	22	Hulosze	22
Amur r. Heilung-kiang	46	Chiamdo	46	Fu-ho r.	32	Hulun Hailar	46
Anda Anta	46	Chicchow Chiehsien	10	Fuchin Fukokin	46	Hulutao	46
Angangki	46	Chiehsien Chiechow	10	Fuchow Linchuan	32	Hunchun	46
Anhwahsien	34	Chihchowfu	22	Fuchow Fuhsien	12	Hun-ho r.	46
Anhui	34	Chihfeng	46	Fuhsien Fuchow	12	Hung-ho r.	18
Ankang Hinganfu	12	Chihkiang Yuanchow	34	Fukokin Fuchin	46	Hungshui-kiang r.	40
Anki	30	Chiki Tsiki	22	Funingfu	30	Hungtze-hu	22
Anking	22	Chikut-tso l.	52	Fushan Fushun	46	Hushu	20
Anlu	24	Chinchow	10	Fushih Yenai	12	Huto-ho r.	10
Anshunfu Anshunhsien	36	Chinese Eastern Railway	46	Fushun Fushan	46	Hwai-ho r.	20
Anshunhsien Anshunfu	36	Chinbai	28	Futing	30	Hwai-ho r.	18
Ansichow	14	Chin-ho r.	10	Fuyang-ho r.	8	Hwai-ho r.	22
Anta Anda	46	Chinhu	50	Fuyu Petuna	46	Hwaikingfu Tsingyang	18
Antung	46	Chinkiang	20			Hwaiyin Tsingkiangpu	20
Anyang Changtehfu	18	Chin-kiang r.	24	G		Hwangchow	24
Asi-ho Acheng	46	Chinwangtao	8	Gartok	52	Hwang-ho Yellow River	18
Asku	50	Chow-hu l.	22	Grand Canal	8	Hwang-ho r.	16
B		Chowkiakow	18	Grand Canal	16	Hwang-ho River Yellow	46
Barkul	50	Chowtsun	16	Grand Canal	28	Hwangshihkiang	24
Batang	46	Chuanchow	40	Great Wall	8	Hwangtsaopa	36
Bourong	46	Chuanchow Tsinkiang	30	Gyantse	52	Hwai-ho r.	14
Buklain-gol r.	46	Chuchong	16			Hweichang	32
C		Chuchow	28			Hweichow Siksien	22
Canton-Hankow Railway	24	Chuchow Chuhsien	16	H		Hweilichow	26
Canton-Hankow Railway	38	Chuchow Chuhsien	22	Hai-ho r.	8	Hweimim Wuting	16
Canton-Kowloon Railway	38	Chuchow Chuhsien	22	Haichow	20	Hwochow Hwohsien	10
Canton Panyu	38	Chuchow Chuhsien	28	Haifung	38	Hwohsien Hwochow	10
Changan Sianfu	12	Chuchow Chuhsien	28	Hailin	46	Hwoshanhsien	22
Changchai	36	Chuchow Chuhsien	28	Hailun	46		
Changchow	20	Chuchow Chuhsien	28	Haimen	20	I	
Changchowfu Lungki	30	Chuchow Chuhsien	26	Haining	28	Ichang	24
Changchun Kwanchengtze Hsin-		Chuchow Chuhsien	26	Hami	50	Ichowfu Limi	16
king	46	Chuchow Chuhsien	26	Hanchungfu Nancheng	12	Ichun Yuanchow	32
Changching	28	Chuchow Chuhsien	26	Hanchow Bay	28	Ihing	20
Changkiakow Kalgan	48	Chuchow Chuhsien	28	Hangchow Hanghsien	28	Ilifu Sailing	50
Chang-kiang r.	32	Chuchow Chuhsien	24	Hangchow Hangchow	28	Ipin Saifu	26
Changkin	16	D		Hanku l.	46	Irawaddy r.	46
Changning	32	Dairen	46	Han-kiang r.	12	Itu	40
Changpinghsien	30	Dayulogompa	46	Han-kiang r.	38	Ishan Kiangyuan	24
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Changteh	34	Dulankitt	46	Hank			

